



THE LITERARY DIGEST



PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Benj. F. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XLIV., No. 19

NEW YORK, MAY 11, 1912

WHOLE NUMBER 1151



TOPICS OF THE DAY



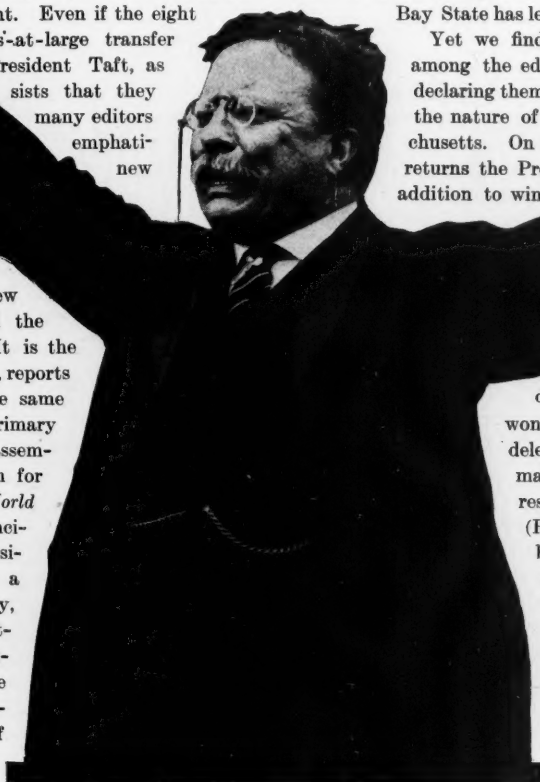
THE MASSACHUSETTS REPUBLICAN PRIMARY

THOSE WHO EXPECTED the Massachusetts Republican primary to settle the question whether the Roosevelt managers are driving a hearse or a band-wagon are disappointed by the anomalous verdict which declares President Taft to be the popular preference of the State by a majority of 3,600 and at the same time divides gates equally between the President and the ex-President. Even if the eight delegates-at-large transfer their support to the Colonel in-shall, the result, declare, speaks more of defects in the primary law than of the relative merits of the Taft and Roosevelt candidacies. Massachusetts has failed to speak unequivocally, remarks the New York *Evening Post* (Ind.), and the country remains in suspense. It is the general opinion of political experts, reports the Boston correspondent of the same paper, that the Massachusetts primary muddle will have to await the assembling of the Chicago convention for its solution. The New York *World* (Dem.), recalling the bitter denunciations exchanged between the President and the ex-President as a prelude to this indecisive primary, remarks pessimistically: "Whatever Mr. Taft may claim or whatever Mr. Roosevelt may claim, the country is worse off for the Massachusetts campaign." Outside of the rival Republican headquarters, where both sides are loudly proclaiming their satisfaction with the result of the Massachusetts primary, writes the Washington correspondent of the New York *Times* (Dem.), "the general feeling in Washington is that the vote in that State will only increase the bitterness of

the fight and make it certain that there will be unparalleled scenes when the national convention meets in Chicago on June 18th." "If the State had gone for Roosevelt," he goes on to say, "nothing could have stopt the Roosevelt band-wagon, which started in Illinois." If it had gone uncompromisingly for Mr. Taft, "the progress of the Roosevelt band-wagon would have been effectually checked." But, "by splitting even the Bay State has left the campaign up in the air."

Yet we find many of Mr. Taft's supporters among the editors and the politicians declaring themselves well content with the nature of his victory in Massachusetts. On the face of the returns the President, in addition to win-

ning the majority of votes as the preferred candidate for the Republican nomination, captured 18 district delegates, while Colonel Roosevelt won 10 district delegates and the 8 delegates-at-large. Mr Taft's political managers, reports the Washington correspondent of the New York *Tribune* (Rep.), "are tremendously encouraged" by the result, which "they regard as clinching his nomination at Chicago." "This popular majority is the occasion of especial gratification to Mr. Taft's friends," adds the same correspondent, "for it is felt that this is the first time that the issue between the two candidates has been squarely presented in a State where popular primaries obtained." The New York *Sun* (Ind.) rejoices that the Colonel "failed to induce the landslide which was to bury Mr. Taft's political fortunes," and that "the President remains, as before Massachusetts voted, far in the lead for the nomination which



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THE COLONEL IN ACTION.

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Published weekly by Funk & Wagnalls Company, 44-60 East Twenty-third Street, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

is his by every right." Even a Roosevelt triumph in Massachusetts, thinks the *St. Louis Globe-Democrat* (Rep.), "would still have left the Colonel's chances in Chicago hopeless." And the *Springfield Republican* (Ind), while admitting that certain aspects of the Massachusetts situation are bewildering, goes on to say:

"One fact of vital importance, however, stands forth with perfect clearness, and this should be carefully noted elsewhere in the country. The Republican party of this commonwealth has rejected Mr. Roosevelt as a candidate for a third term, under conditions which were not unfavorable to his triumph, and the supreme significance of the fact would be lost if it were not pointed out also that his nomination would almost surely place Massachusetts next November in the column of Democratic States."

"While it is to be regretted that the verdict in Massachusetts was not accompanied by the election of a large majority of delegates to represent it in the convention," remarks the *Boston Transcript* (Ind. Rep.), "it can not be cited otherwise than as an indorsement by the people of Massachusetts of Taft's claim to renomination." "President Taft's lead is very strong," notes the *Philadelphia Press* (Rep.), "and his strenuous competitor will have to do much better than to split delegations in order to overcome it." Because the President carried Massachusetts on the popular vote, remarks the *Philadelphia Inquirer* (Rep.), his campaign "unquestionably will take on renewed confidence, and will be pushed with great activity to the end." Mr. Taft's lead can not be overcome, declares the *New York Tribune*, "except by the detachment from his support of delegates now committed to him, whose honorable adherence to their pledges there is no reason to doubt." "Massachusetts is the beginning of the end for the Roosevelt campaign," says the *Philadelphia Public Ledger* (Ind.), while the *New York Commercial* (Com.) only regrets that the Bay State did not speak more emphatically. "What Theodore Roosevelt really wanted in Massachusetts, and worked his hardest for, was Illinois and Pennsylvania over again—something in the political cyclone or earthquake line, big and catastrophic," remarks the *Hartford Courant* (Rep.); but it adds: "Theodore Roosevelt didn't get it."

The Roosevelt forces, however, appear to find in the Massachusetts result ample cause for rejoicing. "The failure of Taft to make a positive showing in Massachusetts," declares Senator Dixon, manager of the Colonel's campaign, "has really produced as profound an effect on the politicians in Washington as did Pennsylvania," because "the Taft adherents believed that Massachusetts was Taft territory pure and simple, and that everything material and political in the ordinary rules of politics would carry it for Taft by an overwhelming majority." "Sixty days ago the Taft machine jeered at the possibility of a single Roosevelt delegate from this State," declares the *Boston Journal*, one of the Munsey papers, which are all fighting under the Roosevelt banner. And it adds: "Mr. Taft as a nominee at Chicago is now impossible." The *Boston Herald* (Ind.), an anti-Roosevelt paper, expresses a belief that "Mr. Taft can not

be elected," and offers the following interesting reading of the Massachusetts result in relation to the Republican situation:

"The time has passed for tabulation of delegates to the Chicago convention. It is immaterial how near Taft has come to the number necessary to nominate him, on the face of the returns. Our Massachusetts delegates were not sought by either side primarily for their addition to existing totals but rather because of the effects of what we did here on other men's minds. There are several groups, having much to do with the final result, on whom the influence of Massachusetts' action will be incontestably great. And it is with these groups that the Chicago decision rests.

"There is the Republican national committee. It holds in its hands the temporary roll of the convention, and so the decision of the contested seats. It is usually possible for the national committee to control the convention. The question is not now one of its power, but of its inclination to exercise it. This is not a case at law in which the contestants exhaust every resource within reach, regarding victory as in itself the desideratum. The national committee takes into consideration the welfare of the party with whose success the individual fortunes of its members are closely identified. This body is to-day overwhelmingly anti-Roosevelt, but it will not on that account affront what it comes to regard as the great body of Republican sentiment. Here is where the influence of Massachusetts, by a decisive Taft victory, might have been very potent in saving the day.

"And then there are the Southern delegates. They are nearly all committed to Taft to-day. But they want to be on the winning side, not only in convention, but associated with a party that is a winning one in November. It is useless to expect these people to stay with Taft if the country as a whole gives them the impression that his is a losing cause. And with the disintegration of the Taft forces in the South his totals would drop below those of Roosevelt. For this reason the conclusions of Massachusetts are of

the utmost importance. The Taft cause ought to have won a sweeping victory here. This it has failed to do."

Massachusetts has afforded "a pleasant surprize to the Progressives," declares the *New York Globe* (Prog. Rep.), and the *Brooklyn Eagle* (Ind. Dem.), admits that the Roosevelt forces "have substantial grounds for claiming a material as well as a moral victory in Massachusetts." And even the *New York Evening Post*, unfriendly as it is to the claims of the Colonel, remarks that "describing the outcome of the contest in Massachusetts as a drawn battle is yet to describe it as a serious setback for President Taft." To quote further:

"It is not so severe a blow to his prestige as that dealt in Illinois and Pennsylvania, but it is sufficiently damaging. That he could win only half of the chief Republican State in New England, and that only after a tremendous fight, shows how weak is his hold upon the affection and confidence of his party, how wide-spread is the belief that he can not be reelected even if he is nominated, and also how much hard work is before his managers if they are to compass his nomination."

Both sides agree as to the wild incongruity of a primary vote which gave the President the popular majority and at the same time elected by twice as large a majority the delegates-at-large on the Roosevelt ticket. And both sides praise the Colonel's course in refusing to avail himself of eight delegates thus won. Assuming that these delegates had been lost to the President by



THE G. O. P. CAMPAIGNERS: "Now just look what you done!"

—Barclay in the *Baltimore Sun*.

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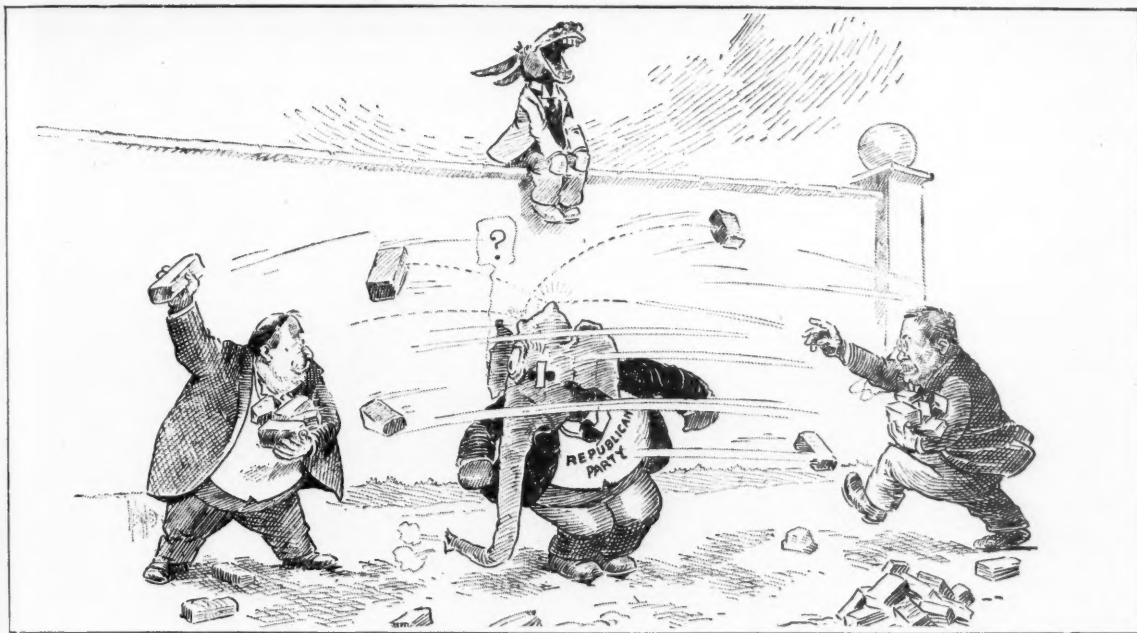
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THE PARTY ON THE WALL—"Hee—ha—aa—aw!" —Ireland in the *Columbus Dispatch*.

technical mistakes on the part of the voters in marking the ballots, Colonel Roosevelt issued a statement in the course of which he said:

"It would seem unlikely that a majority of the voters would both vote for the delegates pledged to me and at the same time express a preference for Mr. Taft, but apparently this is what has happened. Such being the case, and on the assumption that the preferential vote is for Mr. Taft, I hereby announce that I shall expect these delegates-at-large to disregard the pledge to support me, and support Mr. Taft; and if any one of them hesitates so to do I shall immediately write him and urge him with all the emphasis and insistence in my power to take the course indicated and support Mr. Taft in the convention."

Representative McKinley, manager of the Taft forces, explains the discrepancy between the preferential vote and the vote for delegates-at-large as follows:

"The Taft delegate ticket seems to have been defeated through the medium of an independent candidate for delegate, voluntarily pledged to Taft, whose mere presence on the ticket led about 12,000 Taft supporters to vote for nine instead of eight delegates-at-large, thereby, it is said, invalidating that many bona-fide Taft ballots."

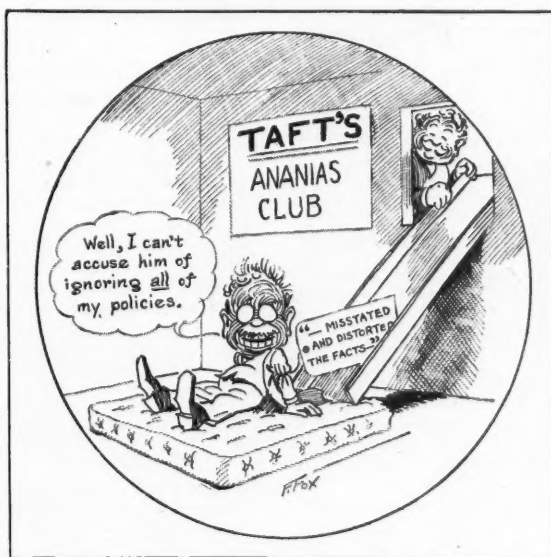
"I will not be nominated by any error, by any technicality," declares Mr. Roosevelt to a *World* correspondent in Oyster Bay; and he adds:

"I am in the campaign for a principle. I am demanding that the wishes of the people be the rule of the country. I can not accept any support that does not come from the people."

In surrendering these eight delegates, declares the New York

Times, a paper which is seldom moved to praise the ex-President, "Mr. Roosevelt has done a manly and honorable thing," which "will have an instant response of praise and approval the country over." And the *New York Evening Post*, while glancing at the question of motive, pays his act the following tribute:

"This is one of those square and manly actions in political life which everybody must admire, and which should not be meanly criticized. It is in line with the early tradition about the character of the ideal Roosevelt, which he has unfortunately done so much since to shatter. For our part, we give his course in this business ungrudging praise, and shall not join with those who are intimating that it was all a trick, designed in the first place to affect public opinion and then to make sure of twenty or thirty delegates in Oregon and Illinois in return for the eight handed to Taft in Massachusetts. We prefer to regard it as simply one of those instant and instinctive decisions by Roosevelt, at once expressing his sense of the right thing to do and hitting the sentiment of the people between wind and water, for which he has always been noted. That it was adroit politics does not alter the fact that it was handsome and honorable."



FOLLOWING THAT SPRINGFIELD SPEECH.

—Fox in the *Chicago Evening Post*.

The *New York Tribune* pays an unqualified tribute to "Colonel Roosevelt's handsome refusal to take advantage of the loss of votes caused to the Taft forces by a bad arrangement of the names on the Republican ballot," and hails his action as "a happy augury." The *New York World*, however, is frankly cynical in its attitude toward this incident, and regards Mr. Roosevelt as "a Greek bearing gifts."

DANGER OF A WATER-POWER TRUST

WHEN BLACK COAL is used up, "white coal" must take its place, say the conservationists. White coal is the foaming water pouring over the cataracts in all parts of America, wasting millions of horse-power, but never exhausting itself. Black coal is not inexhaustible, we are frequently reminded, and we are burning it up at the rate of more than 500,000,000 tons a year, so the time is coming soon when we must look around for some other source of power for our industries, as well as for light, heat, and transportation. If, as many authorities declare, water-power is destined to meet this new need, then it is predicted that whatever interests control our waterfalls will be in a position to control ultimately the nation's industries. It is this possibility which gives special importance to the warning sounded in a report on water-power development in the United States, recently submitted by Herbert Knox Smith, Commissioner of Corporations. Already, according to Mr. Smith, ten great groups of interests control or strongly influence 60 per cent. of our developed commercial water-power, and there are indications that this process of centralization is still going on. The situation, declares the Commissioner, calls for immediate public action, and he believes such action should aim at the control of the power site.

The report tells us not only of an increasing concentration of the ownership and control of water-power of several localities in a few hands, but of "a substantial interrelationship among leading water-power interests," and "a significant and increasing affiliation between water-power companies and street-railway and electric-lighting companies." We are told that our water-power now economically capable of development amounts to about 25,000,000 horse-power, and that a little less than a quarter of this is already developed. This 6,000,000 horse-power now utilized represents an annual saving of 33,000,000 tons of coal.

Chief among the ten "groups" which dominate the water-power situation Commissioner Smith names the General Electric Companies, whose officers and directors "are also officers and directors in more than fifty banking and trust companies," including J. P. Morgan & Co. and the Morgan banking interests. This group controls 939,000 horse-power of developed water-power in eighteen different States, and about 640,000 undeveloped, making a total of more than a million and a half horse-power. Further interesting facts in regard to the General Electric interests are thus set forth in this Government document:

"The General Electric Co. is the largest manufacturer of electrical machinery and apparatus in the world. From its close associations with hydro-electric concerns it has, through its principal subsidiaries and a number of its most prominent officers and directors, become largely interested in water-power projects. In this way a vast amount of water-power has become subject to General Electric influence. Indeed, the greatest number of water-power companies and the largest amount of water-power comprized within the sphere of control of any single interest is that falling under the influence of the General Electric Co.

"The General Electric Co. itself directly controls very little water-power. Its control is chiefly exercised through its three subsidiary concerns, namely, the United Electric Securities Co., the Electrical Securities Corporation, the Electric Bond & Share Co. The common stock of all three of these companies is owned by the General Electric Co.

"A direct connection between the General Electric Co. and the Niagara Falls Power Co. is established through the firm of J. P. Morgan & Co., which has a very strong representation on the directorates of both concerns."

Next to the General Electric interests come the Stone & Webster interests, which control more than half a million horse-power, developed and undeveloped. The Stone & Webster

Management Association, we are told, "manages and operates municipal public-service corporations of practically every character in every section of the country."

The control of water-power by ten groups is thus summarized in the report:

"The General Electric interests control the water-power situation in large portions of Washington, Oregon, Colorado, Montana, and elsewhere. The Stone & Webster interests exercise control (based largely, however, on management rather than ownership) in localities in Washington, Iowa, and Georgia. The Pacific Gas & Electric Co. practically dominates the power situation in a large number of localities in the northern half of California. The Southern Power Co. controls the power situation in South Carolina and has a strong foothold in North Carolina. The S. Morgan Smith interests dominate the power situation in the vicinity of Atlanta, Ga. The Telluride Power Co. controls absolutely a large territory in Utah and Idaho. The Commonwealth Power, Railway & Light Co., which is a part of the Clark-Foote-Hodenpyl-Walbridge interests, dominates the power situation in the lower peninsula of Michigan. The Gould interests control the best of the available water-power sites in the vicinity of Richmond, Va."

Of the connections between water-power companies and public-service corporations we read:

"The common control of the agencies of traffic and distribution of light in our cities, on the one hand, and the sources of power for operating them, on the other, is an exceedingly important feature of water-power development. The list of public-service agencies controlled by or affiliated with water-power concerns is rapidly increasing. Generally the relationship between water-power companies and public-service corporations is that of ownership, but there are cases in which there is merely affiliation through common officers or directors or the sale of power.

"Some idea of the extent of such common control of public-service corporations by water-power companies is afforded by the fact that six water-power interests control street-railways in 29 cities and towns, electric-lighting plants in 204, and gas plants in 55."

Enlarging still further on the interrelationship of large interests in the water-power field, Commissioner Smith goes on to say:

"Beyond the marked concentration of ownership already set forth, there is a substantial and growing interrelationship, of greater or less degree, among a number of these large interests that suggests the possibility, if not the probability, of still greater concentration.

"In this maze of interrelationships, ranging from practically joint control down to personal association in common directorates, is clearly revealed the drift of water-power and public-utility corporations under the control of a few very powerful interests. These connections, some stronger and some weaker, suggest a favorable condition for a very small number of men to consolidate very large interests whenever they may decide it to their advantage to do so. This interlocking of interests through directors, while not necessarily indicating a purpose of monopoly, certainly affords an incentive and a means to combination."

Of the public issues resulting from this situation, Mr. Smith says in part:

"It must be frankly recognized that the most efficient use of water-power requires a considerable degree of unified control. Certain highly monopolistic tendencies are inherent in the water-power industry, largely centering around the expensive fixed investment in transmission and distributing lines.

"One very important fact must be emphasized. The point at which such effective public policy must be applied is the power site itself. . . . If we take water-power by itself, there is, broadly speaking, but one effective method of control, in so far as the power sites are still public property. The public can either develop and operate the site, selling the energy at market rates, or the public may lease the site at a rental fairly representing its natural value.

"Finally, whatever form of public action is taken, that action should be immediate—first, to save our fuel by the use of water-



NOT IN THE GRASP OF A TRUST.

The Shoshone Falls, on the Snake River in Idaho, are described as the most imposing falls in the United States after those of Niagara. While their tremendous water-power has already been partially utilized, the company developing it is not affiliated with any of the groups of "big interests" which Commissioner of Corporations Herbert Knox Smith fears may some day combine into a great water-power octopus.

power, and, second, because our remaining public water-powers are fast passing into private control, making regulation thereafter difficult."

The meaning of Commissioner Smith's report, as interpreted by the Washington correspondent of the Philadelphia *North American*, is that "a gigantic monopoly is grabbing the water-power of the nation," and that "the money trust is behind the grab." Altho suggesting that "the danger of this extensive kind of control is probably magnified in a mind which has been devoting itself to the study of this one subject for a good while," the *New York Journal of Commerce* admits that "there may be involved here a new 'trust problem,' with which public authority will have to deal." It adds that "the only practical suggestion made at present is that of conserving the water-power that remains on the public domain and directing its use in a way to yield a revenue to the Government and prevent monopoly control in private hands." But other papers insist that the question of conserving and controlling water-power is a problem for the individual States rather than for the Federal Government. Thus in the *Salt Lake Tribune* we read:

"What control has the Federal Government over the waters of the country, aside from the navigable waters? None whatever. By unanimous precedent and universal consent the control of non-navigable waters is in the States. . . ."

"It is not easy, therefore, to say just what the United States can do as a straightforward water proposition; but in the discussion something may be evolved, and the Commissioner does well to set forth his views as strenuously as possible."

In any case, thinks the *Springfield Republican*, "our unde-

veloped water-power is prodigious," and "evidently there is yet time for the State governments as well as the National Government to safeguard the people against monopoly."

TRYING TO AVERT LABOR WARS

IF THE STRIKE in the hard-coal region finally yields to arbitration, and the demands of the locomotive firemen are adjusted without tying up the railroad service of the East, then a year which began with many editorial forebodings of bitter labor-wars may be remembered instead as a year of industrial peace-making. That the submission of the railroad engineers' demands to a board of arbitration "should have occurred in a year for which the organ of England's Syndicalists predicted the biggest and fiercest industrial battles ever fought, does not lessen the feeling of gratification" on the part of the *New York Evening Post* and many other papers. The decision of the bituminous conferees to settle differences without striking, thinks the *Indianapolis News*, furnishes "another proof that employer and employee can get along amicably when there is just consideration on both sides, consideration not only for the contending parties, but for that important third party—the consumer."

The suspension of coal-mining seems to *The Coal Trade Journal* "no more than a clean-up time for the operators and a vacation for the miners, while the amicable manner in which the conferees met together showed a commendable state of feeling between the parties in interest." And this trade organ goes on to

assert that "the old-time knock-down and drag-out strike is a thing of the past in the hard-coal fields." In fact, tho the press welcome the agreement most heartily, and praise the good feeling and courtesy displayed at the conferences, it seems to the *Boston Advertiser*, as to many others, that there may be "rather too much good humor on both sides." The public, thinks the Boston paper, is getting suspicious of these battles in which, "in spite of the tumult and the shouting, all the participants turn up in good condition for the next number," while the consumer finds the price of coal raised, out of all proportion to the wage advances made to the men. The *New York Journal of Commerce*, too, after explaining that the 10-per-cent. wage-increase with the abolition of the sliding scale is an actual increase of only 5 per cent., goes on to say:

"Now this anthracite monopoly may as well be warned that if the increase of 5 per cent. in miners' wages is made an excuse for an advance in the price of coal, it will be received with general indignation, which will awaken a new agitation for divesting this unlawful combination of its power over one of the chief necessities of industry and domestic life. It is well known that certain railroad corporations have acquired absolute control over the supply of anthracite through mining companies whose stock they own or have distributed among their own shareholders; and it has been demonstrated that they derive a very large profit from the coal traffic thus monopolized. The increase in miners' wages should come out of these profits and not be made an excuse for adding to them. Such a policy seems foolhardy, and can have but one effect, that of stimulating the demand for Government ownership."

The railroad situation seemed even more serious than that in the coal fields, and prospects for a peaceful settlement even more remote, until the eleventh-hour acceptance of the mediation of Judge Martin A. Knapp, of the United States Commerce Court, and Labor Commissioner Charles P. Neill.

The chief demand of the Eastern engineers was an increase in pay of about 18 per cent., which, they said, would put them on an equal footing with engineers on Southern and Western roads. They also asked for a standardization of wages. The managers have replied, as the *New York Evening Post* sums up their statement:

"That standard wages are inequitable in view of the varying situation of different railways, that some of the companies are financially unable to meet such new demands, that wages of Eastern engineers were increased 10¾ per cent. less than two years ago, and that conditions governing that adjustment have not changed since 1910, except that annual net revenue of these Eastern roads has decreased \$27,650,000, while wages paid to their employees have increased \$39,400,000."

This the leaders of the engineers looked upon as "bare statement" with nothing to substantiate it, issued "regardless of the fact that financial reports show both increased earnings and volume of business." Finally, after unsuccessful attempts at mediation when it was thought that a strike order would be issued within a few hours, Judge Knapp and Commissioner Neill prevailed upon the disputants to submit their demands to arbitration.

The *Albany Journal* is one of the papers to wonder how "arbitration can deal with the situation successfully while the railroads must labor under the difficulty which restricts their earning capacity, and which no effort on their part can overcome. Arbitration

can not increase their income." And there are many who ask the question which the *New York Globe* puts thus: "Will the Interstate Commerce Commission, acting for the people, permit the companies to raise their freight rates enough to meet added labor costs?" Then, if they do, the people must pay the bill—"will they bear the burden?"

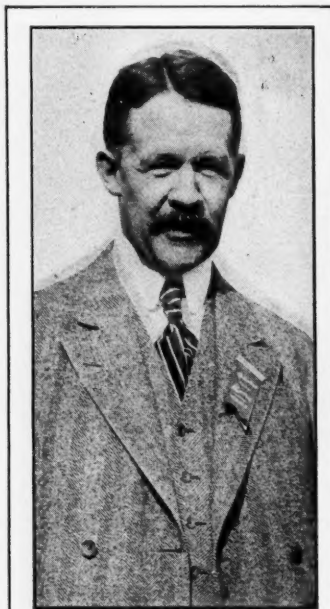
LAW AND POLITICS IN THE HARVESTER CASE

STRICTLY SPEAKING, in the dissolution suit instituted against the International Harvester Company by the Federal Department of Justice, a corporation will be on trial; but in the minds of the people who have been reading the newspaper discussions of "the Harvester Trust Case," three de-

fendants await a verdict—the Trust, the President of the United States, and the ex-President. For in their bitter contest for nomination the two candidates have made the Harvester case a leading issue, and many may perhaps share the feeling of the *Brooklyn Eagle*, which says it "can not affect to know the merits of the legal contention," as they "are so encysted within the meshes of the rival Republican contention as to make the next election the only means of disentangling the law and the equities and exhibiting them to public and judicial determination." And the meshes of this contention are made the harder to disentangle by reason of stray loose ends of impugned veracities, faulty memories, mysterious unpublished documents, inferred motives, cash contributions of the past, and much loose talk in the present. Yet it does appear that in 1907 a suggested prosecution of the Harvester Trust was at least delayed by President Roosevelt. Because, according to his friends, the accusations against it were "purely technical," because delay was recommended by the proper officials for obtaining more information through the usual channels, and because this was one of the "good" trusts. Yes, reply the Colonel's enemies, it was a "good" trust because it was good to the Roosevelt Administration, because it was one of the favored Morgan

interests, and the Harvester people only went unscathed, the critics add, because of a piece of gross executive favoritism. In confirmation of this, they point to the support of the present Roosevelt candidacy by Mr. Perkins and members of the McCormick family. Mr. Taft comes in because of his alleged acquiescence in the action of his chief (denied on the one hand and reaffirmed on the other), and because his Administration did not open fire on the Trust for three years, and then only when he was engaged in a fight for renomination against Mr. Roosevelt, in which he is opposed by men connected with this corporation. Says the Democratic Brooklyn paper just quoted:

"The *Eagle* is willing to believe that cynical assailants of President Roosevelt's motives are wrong, and that cynical assailants of President Taft's motives are unjust. It prefers to think that each has done the right thing, as he saw it, at each stage of the Harvester Trust developments. Bonaparte held that the only offenses of the corporation were technical ones. Wickersham has reached, after an entirely sufficient period of deliberation, a different conclusion. The courts will determine, perhaps, which is the better lawyer."



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GEORGE W. PERKINS.

Whose connection with the Harvester concern, with the Morgan interests, and with the Roosevelt campaign, at the same time, rouses suspicion in the Taft camp.

The opportunity for such a determination is now at hand, and the determination may be clean-cut and emphatic. For the Government accuses the Harvester Company of no mere technical violation of law, but of oppressive and repeated corporate wickedness, while the company proposes to make no technical defense, but, in the words of a Chicago daily, "unhesitatingly accepts the Government's challenge and promises to refute the charges of unfair dealing, of oppression, of misconduct under 'the rule of reason.'"

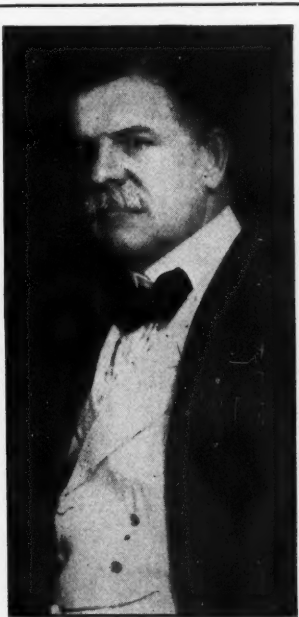
The dissolution suit under the Sherman Law was filed on April 30 at St. Paul. The case may actually come to trial as early as August in the United States Circuit Court of Appeals of the eighth Circuit. As long ago as May, 1904, the newspapers remind us, Attorney-General Moody refrained from bringing suit against the Harvester Company only on its promise to stop rebating. "By August, 1907," as the *New York Evening Post* sets forth the facts with a touch of irony in its choice of words,

"the fruits of repentance had so withered away that Mr. Roosevelt's Cabinet was once more discussing the advisability of filing suit against the Harvester Company. This time the company protested against being made the victim of a purely legal technicality. . . . Once more the Government was made to see reason, and the Harvester started off on another spell of sanctification. By 1911 the Government was still again compelled to give this perfectly good trust its attention."

Now that negotiations for a voluntary reorganization have failed, and the case is to be tried in court, we shall soon, concludes *The Evening Post*, "be in a position to judge of the actual merits of the case."

The Government's petition asks that this \$140,000,000 corporation be enjoined from doing interstate business "until legally competitive conditions are restored," or if the Court sees fit, that it be put in the hands of a receiver and dissolved.

The International Harvester Company, six allied companies, and eighteen individuals are named as defendants. It is charged that the trust controls the manufacture of 90 per cent. of the harvesters, 75 per cent. of the mowers, and 50 per cent. of the binder-twines used in this country. It is further asserted that this monopoly acts "to the grave injury of the farmers and the general public." Among other allegations, the *Springfield Republican* notes these in its editorial summary:



CYRUS H. MCCORMICK,
President of the International
Harvester Company.

"Defendants have resorted to unfair trade methods; have made inaccurate and misleading statements concerning rival machines or concerning the credit of competitors; have by misrepresentations sought to induce competitors' agents and dealers to abandon them, and in divers unfair ways have endeavored to destroy them, and for the purpose of destructive competition have reduced prices of their machines in some localities below cost of production and distribution, while keeping prices up in other localities."

A statement given to the press by Mr. Cyrus H. McCormick, president of the Harvester Company, denies the charges in the Government's petition in these words:

"The International Harvester Company case differs radically in its facts from all the so-called trust cases heretofore decided under the Sherman Law. The International Harvester Company was organized in 1902 for the purpose of securing economy in the manufacture and sale of harvesting machinery and of increasing the foreign trade. It had no water in its capitalization, and it has earned only a reasonable return on its capital—less than 7 per cent. per annum on the average.

"The prices of its machines are now substantially the same as in 1902, notwithstanding an increase of 15 per cent. in raw-material prices and 30 per cent. in wages. The company has caused a large saving to American farmers in the cost of agricultural implements. It has increased the foreign trade in agricultural implements fourfold in nine years; its foreign sales in 1911 were over \$42,000,000. It has not sold cheaper abroad than at home. Its treatment of its customers, its employees, its agents, and its competitors has been in accord with the highest standard of ethics and honorable business methods.

"The charges of misconduct found in the bill have been met and disproved by the company in other cases; and they will fail again, because they are untrue. . . .

"The organizers of this company acted under the advice of able counsel, and in the sincere belief that they were violating no law. If under later decisions it should be held that the law was violated, it could only be through the creation of a power to oppress, which has never been exercised."

It should be borne in mind, suggests the *Chicago Record-Herald*, "that these claims are fully supported by the Supreme Court of Missouri, which, while deciding against the company in a technical suit, admitted that it had helped the farmers, improved the quality of its products, and given better service at lower prices." So that "if the Government's charges of misconduct shall fail, the rule of reason will completely vindicate the company."

TOPICS IN BRIEF

Not a single passenger on the *Titanic* was saved by the tennis court.—*Toledo Blade*.

WON'T some one please furnish Colonel Watterson with a dictator? He seems bound to have one.—*Detroit News*.

If Taft is as bad as Roosevelt says, it would not be safe to trust the Colonel to pick out any more officials for us.—*Philadelphia Record*.

AFTER this cruel war is over, tho, let us remember only the kind things that Theodore and Will used to say of each other.—*Chicago Tribune*.

HUNTINGTON WILSON intimates that if the Mexicans don't quit butchering our citizens, he'll write 'em another sharp letter.—*Columbia (S. C.) State*.

SUBWAY strap-hangers will view with mingled emotions the Government suits against the New York Central for the protection of hogs.—*New York World*.

COLONEL ROOSEVELT defines a progressive as "a man who works with his face toward the light." Move to omit the last three words.—*Wall Street Journal*.

THIS sort of thing must upset Dr. Lyman Abbott.—*Brooklyn Eagle*.

GEORGE W. PERKINS says that trusts are a blessing. Sure, look what they've done for George!—*Philadelphia Inquirer*.

PROBLEM for psychological engineers: Was the famous Judicial Temperament blown up from the inside or the outside?—*Chicago Tribune*.

A SCIENTIST announces that "meat-eaters are more active than vegetarians." Sure. Otherwise they couldn't be meat-eaters.—*Cleveland Leader*.

ENGLAND'S drink bill in 1911 was \$810,000,000, the heaviest on record. No wonder John Bull thought he saw a German invasion.—*Cleveland Leader*.

MEANTIME let us not forget that American mining kills about 3,000 workmen every year and no great fuss is made over them.—*New York World*.

THE Chinese populace is awaking to the solemn fact that it takes more than a unanimous hair-cut to establish a republic on a practical basis.—*Washington Star*.



BRITISH CRITICISM OF OUR "TITANIC" INQUIRY

SOME EXCITEMENT has been caused in London by the conduct of the inquiry into the great steamship disaster by a committee of the Senate under Senator William Alden Smith. The *London Outlook* questions the legality of the tribunal, which it styles "a burlesque" played by "Senatorial busybodies." According to the *London Spectator* useless and irrelevant questions were asked by Senator Smith, and altogether the "Senate committee is not worthy of the body from which it was drawn." The chairman, declares the *London Saturday Review*, which is always cynically critical of things American, is "a blustering ignoramus" and an "ignorant bully," and this paper doubts the committee's right to detain British sailors as witnesses. Many papers ridicule the Senator's apparent ignorance of things nautical, and quote sneeringly some details of the inquiry which are cabled across and printed in the English press.

Among the reported questions which have excited surprise and derision among the London press are the following: "Do you know what an iceberg is composed of?" To which Officer Lowe replied, "Ice, I suppose, sir." On being asked where these icebergs came from, the witness replied from one of two places. "Name them," pursued the Senator. "From the North Pole or the South Pole," was the answer. "How do you know this?" "I learned it in school." Examining lookoutman Fleet, he inquired, "Can you tell me the distance from the crow's nest to the masthead?" "No, sir," returned the sailor. Senator Smith was also anxious to learn whether the water-tight compartments were not used as places of refuge by the passengers on board a sinking ship, and whether the *Titanic* ought not to have struck the berg head-on, and if it was not a mistake for her to hit it obliquely.

The idea, however, seems to be growing in the London press that Senator Smith's method of examining witnesses has been grossly misrepresented, and his supposed "blunders" exaggerated, and *The Nation*, turning a critical eye upon the inquiry to be held in England, expresses some doubts about the fitness of Lord Mersey to deal out justice in a delicate international question. He is supposed by this paper to have a talent for whitewashing a delinquent, as he was accused of doing in the Jameson raid inquiry:

"He has a highly conservative mind, and he was a member of the Jameson raid committee. We should have been glad if every gentleman who sat on that body had been passed over for any service touching upon the investigation of a public scandal. The Jameson committee was perhaps the greatest exploit in hushing up which this country ever achieved."

The Nation nevertheless thinks that the truth is more likely to be arrived at by the "dignified and stately tribunal" presided over by the British Admiralty judge and his staff of nautical experts than by the inquiry here, but it admits the merits of the prompt investigation at Washington, for this paper declares:

"It would have been a deplorable mistake to permit even a

week to pass between the occurrence and its record from the mouths of survivors. If we are to get the truth, it is absolutely essential to secure as much as possible of the primary unreflexive and unguarded impressions and expressions of those present at the scene."

The *London Times* seems to approve of the Senate inquiry, but politely wishes that the chairman was a little more judicial in conducting it:

"Criticism here has been directed rather against the manner adopted by Senator Smith in regard to certain witnesses and his amazing ignorance of nautical and other matters. We could have wished for a more judicial mind at the head of the committee, and one more conversant with the matters investigated."

"Senator Smith defended himself yesterday with dignity and good temper, which will be appreciated here all the more because the feeling on this side is evidently understood by his colleagues and by the American public."

"The proper and most natural desire of those detained to return home has been recognized by the acceleration of the proceedings, and also the claim of the whole nation that indispensable witnesses shall be released to give evidence in the far more weighty and formal inquiry which is to be conducted here."

The *London Daily Telegraph* does not directly criticize Senator Smith, but condemns him by the following hints and innuendos:

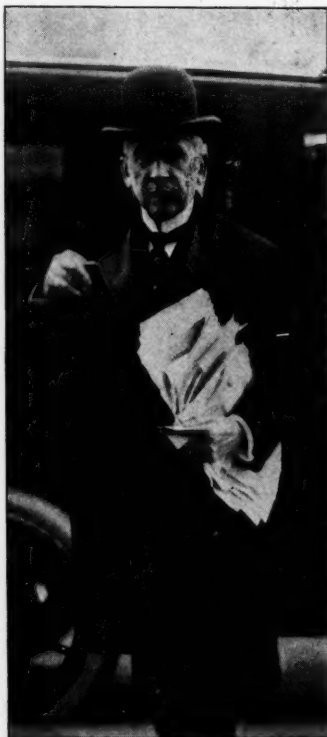
"Lord Mersey will be assisted, in accordance with British custom, by nautical assessors and colleagues, familiar with the matters to be investigated. At present, however, the functions of this commission are arrested and the advantages which the nation desires to obtain from its investigation are delayed owing to the fact that the chief witnesses who must appear before it are detained on the other side of the Atlantic."

"It will be generally felt that the occasion calls for some action on the part of the Government, diplomatic and tactful, for the people of the United States are united to us by many bonds, which we are not likely to forget."

"We are a proud nation, a nation with great sea traditions, and we are placed in a position of great inconvenience, if not humiliation, by this interference with the due forms invariably observed in maritime affairs. We trust and we have every hope that the difficulty will be amicably adjusted in a few days and that any irritation which may have been occasioned in this country will be quickly forgotten in the terrible, and yet uplifting, memories of this ocean drama, which the British and American peoples share in common."

"But when the present hitch in the proceedings of the commission is adjusted and all the survivors have returned to the protection of the British flag, other difficulties will arise. Lord Mersey will, of course, not be bound by the inquiry which has been already held in America. It is one that does not concern him. If there are discrepancies, as there may well be, as a result of reflection, between the testimony given here and that given elsewhere, are the witnesses to be held accountable either by the commissioners or by the public?"

"In the circumstances it is a matter of keen satisfaction that the British commission should be presided over by a judge of Lord Mersey's authority, knowledge, and discretion. The



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SENATOR WILLIAM ALDEN SMITH.

Arriving at the Senate Office Building in Washington to question the surviving officers and crew of the *Titanic*.



nation will look to him, and we are convinced it will not look in vain, to uphold the best traditions of the British judiciary in a position of much difficulty."

IRELAND REJOICING OVER HOME RULE

ERIN'S FETTERS are at last being broken off, says the *Dublin Weekly Freeman*. The organ of Mr. John Redmond bursts out into a jubilant strain over the fulfilment of Nationalistic wishes and records the rejoicing which has been excited among the friends of Home Rule over the length and breadth of the island. "The Home Rule Bill has been well

has nothing to do with religion. It is the interest of the Tory party, we read, to use Ulster as an instrument against the Liberals. They wish to make Ulster "the tail wagging the dog."

"This so-called Ulster question is not a religious question. There is no religious question in any part of Ireland where Protestants are in a minority. The question is a political one,



HOME-RULE NOTE.

"The hand that rocks the cradle rules the Radical world."

—*Pall Mall Gazette*.

received," we are told, and "has given general satisfaction." But Ireland is warned to beware of the Tory emissaries who are trying to defeat the measure. As this editor sees it—

"All over Great Britain Orange emissaries are being poured. They are provided with salaries; they are accompanied by false, lying, libelous literature; they want for nothing. It is a costly campaign, but wealthy haters of Ireland and Irish liberty are paying up, and briefless barristers and Orange slanderers are taking their fees and doing the worst they can. The only antidote is to be found in providing a corps of Irish advocates who will meet this mercenary gang face to face and beat them."

After uttering this warning, *The Freeman* proceeds to explain to its readers how the new measure will permit Ireland to manage her own finances, and with better success, it is hinted, than England has been able to manage them. The scheme of the bill is moderate, we are told, but admits of development; its creators did not aim at revolutionary miracles. As we read:

"British statesmen in the past have not ambitioned the part of the miracle-workers of the French Revolution. The Home Rule Bill is first and foremost a measure of Irish self-government. It is made so that it may fit into a scheme of federation should Imperial development take that trend. But probable as is this ultimate growth, the statesmen of to-day deal only with that part of the problem that is ripe, and leave to the future its own tasks."

Last week we outlined the opposition to the Home Rule Bill, seen especially in Protestant Ulster. But, says *The Freeman*, Irish Protestants will gain, not lose, by Home Rule. They will stand shoulder to shoulder with the majority of their countrymen. The Ulster disaffection, it argues,



THE SLEEPLESS BEAUTY.

MR. ASQUITH (the Fairy Prince)—"I don't so much mind all this brier stuff; it's the lady at the end that makes me nervous."

—*Punch*.

not a religious one. The Belfast protest is the protest of an ascendancy faction against the imminence of equality. . . . The true friends of Irish Protestants to-day, as they were in the past, are those Protestant gentlemen who would effect a reconciliation between Irish Protestantism and Irish Nationality, and substitute pride of Irish nationhood and citizenship for sectarianism."



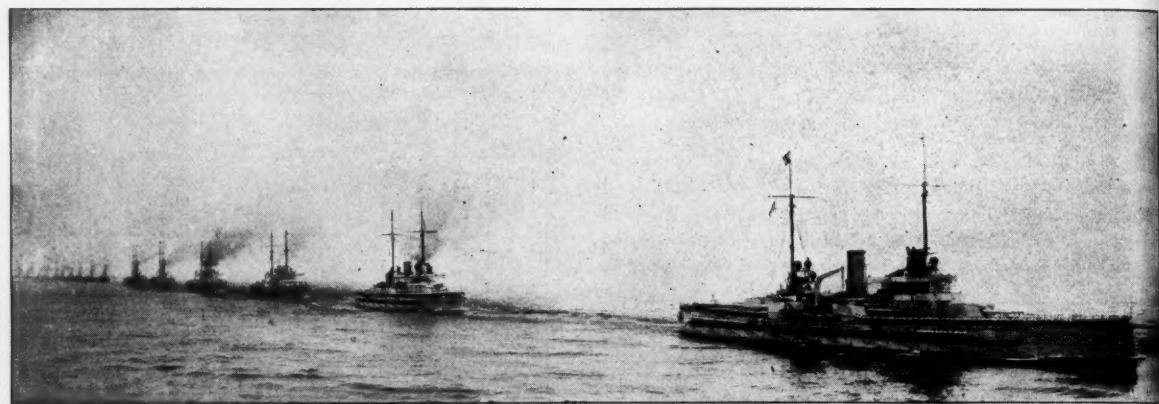
OH, HOW WE ARE MISJUDGED!

Mr. Redmond as seen by a perverted Saxon imagination all this time.



Mr. Redmond as he really is, or, shall we say, as he would wish to appear.

—*Punch*.



PARADE FORMATION OF GERMAN BATTLE-SHIPS AT THE REVIEW AT KIEL ON APRIL 1.

GERMAN RAGE AT THE MONROE DOCTRINE

THE MONROE DOCTRINE is founded on the catchphrase "America for the Americans," which implies a mere empty assumption, says Doctor of Law Mr. Herbert von Dirksen-Bonn, in the *Grenzboten* (Berlin). Men use such catchwords without thinking and "easily succeed in hypnotizing foreigners and hindering them from testing the grounds on which claims are made." "No people have gone to such extremes in the use of political catchwords as the people of the United States in the almost hundred-year-old phrase 'America for the Americans.'" This writer proceeds to question the justice of its significance and makes some bold and pertinent inquiries respecting it as follows:

"By what right does America attempt to check the strongest expansion policy of all other nations of the earth? Is it because of overpopulation in the regions where expansion is attempted? Is it because the United States has seized for itself new outlets for the settlement of its people? By what right does the United States fall upon weaker peoples and turn into colonies regions with which it has neither trade nor geographical relations? By what right does it hinder other great Powers from treating with the independent states of South America? To all these questions the stereotyped answer is returned: 'America for the Americans.' The questioner is of course non-plused, remembers the Monroe Doctrine, and admits the claim based on such an inexpugnable foundation."

The Doctor proceeds to give a history and exposition of the Monroe Doctrine as contained in the President's message of 1823. He is inclined to scoff at it and remarks:

"Such is the Monroe Doctrine, the sacred palladium of the American nation. It is not a revelation sent from heaven, not the outcome of the divine inspiration of a prophet; it is not something decided by eternal justice, eternal truth, anything eternally inviolable. No, it is simply a forward move on the political chessboard, a reactive measure following a long series of political and diplomatic advances."

The United States has no rights outside of its own territory, and makes claims that are absurd, we are told as follows:

"'America for the Americans' must mean 'We allow no interference of foreigners in America, even as we do not interfere in the affairs of foreign countries.' And yet the phrase can hardly carry this meaning. If America belongs to the Americans, just as Germany belongs to the Germans and England to the English, the matter would be simple enough, for no independent, self-respecting nation tolerates foreign interference in its affairs, nor would any prudent, competent statesman think of attempting such interference. That would be to violate the very foundation of international law."

But, he adds, the United States is doing in South America exactly what the Monroe Doctrine forbids other nations to do. "This is the irony of the matter." Strength is added to this position, we are told, by the fate of the Philippines and of Hawaii, and Dr. Dirksen-Bonn proceeds to remark:

"It is clear that the European Powers have really no need to consider themselves bound to obey the dictates of this American whim, which they can only interpret as a bid for the extension of America's own trade. . . . The most important question for Germans to decide is a practical one. Germans must take advantage of the negative side of the Monroe Doctrine, which leads to the conclusion that neither bluff nor pretension can exercise compulsion over them. Every move of the adversary should lead them to take a firmer position. It is important that we stand up against this Anglo-Saxon Republic which wraps itself round in a mantle of supposed right. And this is especially the case when the American asserts his superficial interpretation of justice and the law with a torrent of sounding phrases which are all the citizens of that Republic can rely on for support."

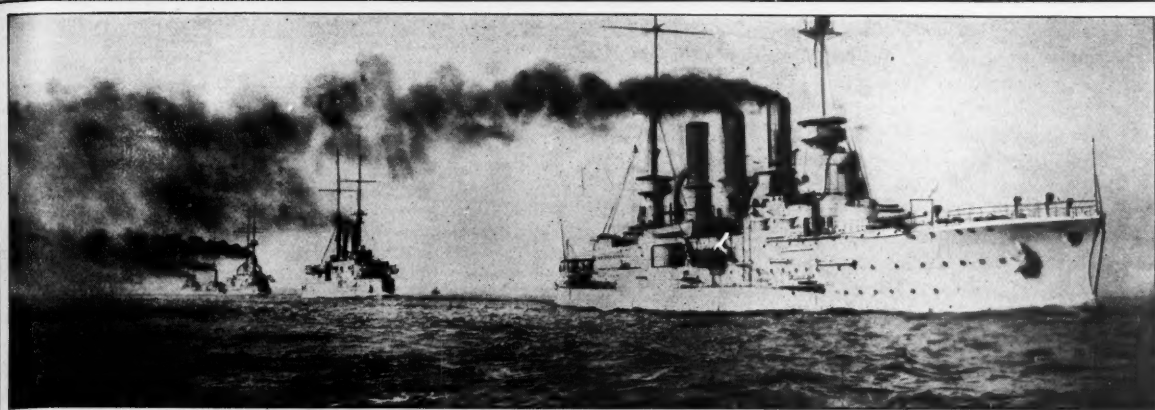
Yet this writer is not certain that the United States would resort to arms in maintaining the claims of the Monroe Doctrine, and, even if we did, Europe must maintain its rights.

"It must be recognized that a firm and self-possessed policy must be adopted toward the United States on account of its Monroe Doctrine. It should be carried out even if the Americans did not shrink from war. But it is to be remarked that it would



GERMANY'S NEW SUIT.

GERMAN JINGO—"Uncle Sam has no more right to these clothes than I have!" —Fischietto (Turin).



THE GERMAN CRUISER SQUADRON ON PARADE—ARMORED CRUISER "FRIEDRICH KARL" LEADING.

appear to be very questionable whether the Americans are in a condition to support their words by deeds—to back their opinion, if we may use their own jargon in expressing the thought. In fact, there exists a well-grounded suspicion that they have their hands full in the protection of two oceans. That America's army of one hundred thousand men could not cut a particularly distinguished figure in a serious war is clear. Even the American fleet fails to make a very imposing impression when we read the newspapers which record the sort of discipline that obtains on American ships, the numerous desertions of their crews, and the frequent naval disasters. But how very unprepared America is for a great war may best be seen from Homer Lea's book 'The Valor of Ignorance,' in which he utters no doubtful words of warning to his countrymen. The patriotic tendency of the book is seen in its tone of foreboding as the author marshals facts which show how the American Government has overestimated the superiority of its armed forces. From all these considerations we express the wish that Germany will no longer suffer herself as hitherto to be dazzled by the commercial power of the United States upon which that country bases such high claims, and that our Government will return any attacks made not only in the domain of politics, but also of trade."

This writer sums up his view of the Monroe Doctrine by declaring that, altho for the last twenty years it has played a mighty part in American politics, it has really no meaning except for the time it was drawn up. Put forth as a dogma of international law it is senseless. It has no formal international significance whatever, we are informed, and all efforts to give it such have failed. The interpretation given to it by modern Americans differs from that which Monroe himself intended it to have. This writer quotes Monroe as simply declaring that it was impossible that the Powers of the Holy Alliance could impose any part of their political system upon the Western Hemisphere without detriment to the prosperity and peace of the United States and the Southern Republics, and it was therefore impossible for his Government to permit such an intervention. He complains that the new American statesmen have used it to prop up an imperialistic policy with which it had originally nothing whatever to do.

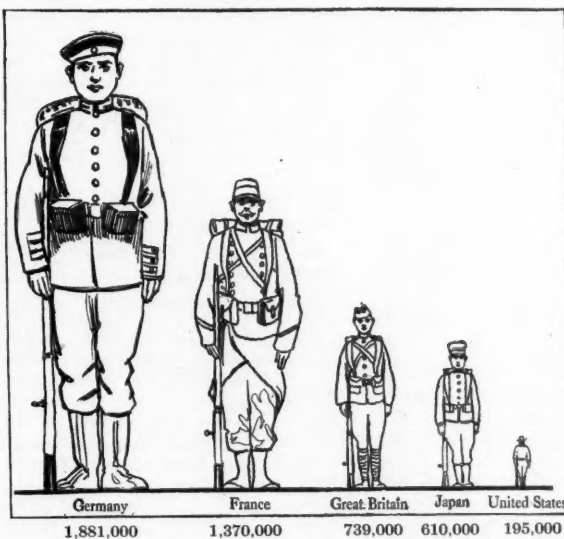
JAPAN WATCHING OUR TREATIES

OUR SENATE'S sweeping amendment of the arbitration treaty with Great Britain interests the press of Japan primarily because of its bearing on the Anglo-Japanese alliance. The Japanese editors are not at all surprized at the Senate's refusal to include the questions of alien exclusion and the Monroe Doctrine in the list of arbitrable subjects. The Tokyo *Asahi*, for instance, observes that the Monroe Doctrine, if taken up as a subject of arbitration, would be ignored by the

Powers, as it is little more than an arbitrary declaration of the United States, which is not accepted as a principle of international law. The exclusion of immigrants would, according to this journal, be regarded as in violation of the treaty stipulations. But the elimination from the treaty of the provision giving a joint high commission power to decide whether a question is arbitrable deprives it of its essential qualities, say the Japanese papers. And in view of this they are wondering whether England will accept the emasculated pact, and, in case she does, what the effect will be upon the present Anglo-Japanese alliance. As the *Jiji* (Tokyo) puts it:

"England's attitude toward the amended arbitration treaty should be watched with keen interest, because upon it depends the fate of Article IV. of the Anglo-Japanese treaty of alliance, which provides that should either high contracting party conclude with a third Power a general arbitration treaty, such contracting party will not be under obligation to go to war with such third party. Should England decline to accept the arbitration treaty as amended by the American Senate, the above provision in the Anglo-Japanese treaty of alliance would naturally become null and void, for the time being at any rate, and the other provisions of the alliance would become applicable even against the United States."

The *Nippon* (Tokyo) agrees with the above view of the *Jiji*, but explains that this interpretation of the situation is made from a purely legal standpoint and is not based upon any apprehension as to the future of American-Japanese relations. On



MILITARY STRENGTH OF FIVE POWERS.

Including effectives and reserves, or militia. The height of the figures represents relative military strength.

—From the London Sphere.

the other hand, the *Asahi*, which we have already quoted, advances a peculiar, but not entirely unreasonable, theory that the arbitration treaty in its amended form can no longer be regarded as a general arbitration treaty, and will, therefore, nullify Article IV. of the Anglo-Japanese treaty of alliance, even if it is accepted by England.

The Japanese editors seem to take the virtual rejection of the arbitration treaty by the Senate as an indication of President Taft's unpopularity. The *Nippon* and the *Jiji*, for instance, assert that if this decision of the Senate means a reflection upon the President's prestige, his reelection will be secured only with great difficulty. The *Chugai Shogyo*, an influential commercial paper in Tokyo, deplors the rejection of the arbitration treaty as conceived by Mr. Taft as a serious setback to the progress of world peace.—*Translation made for THE LITERARY DIGEST.*

THE BRITISH TAR DISAPPEARING

THE DETERIORATION of the personnel on board her trading-ships threatens England's supremacy on the sea, says Mr. Spencer Campbell in *The Fortnightly Review* (London). Most of the crews in such ships are aliens, and not in sympathy with the British Empire, and on some occasions these crews have even manifested a hostile spirit. When war, a few years ago, hung in the balance and grave uneasiness developed between the United Kingdom and a "certain great Power," her cruisers overhauled and searched British merchantmen. One of these, the *Chellenham*, had but four English seamen. The rest were Germans, and as the searchers left the steamer the German crew enthusiastically cheered them. This writer proceeds:

"The power invested in a captain is very wide, and suppose a collier commanded by an alien at the outbreak of war, there is nothing to prevent him steering into the nearest hostile port, and presenting the enemy with a valuable cargo. Multiply a few similar instances, add a well-organized mutiny or two, remember the facilities for espionage, do not neglect the thousand and one opportunities for morsing or semaphoring false information to a scouting cruiser, and one has the sum total of the damage which could be inflicted on the nation by the presence of alien officers and men under the Red Ensign. One shudders at what might have happened aboard the *Chellenham* had war really been declared. What a hollow mockery 'Rule Britannia' is!"

Other nations, we are told, are more cautious, and make every effort to have their ships manned by their own people, even if they begin by employing foreign officers or engineers. Mr. Campbell thus cites the example of Germany:

"It is a matter of common knowledge that Germany has bought many steamers from us second-hand, and it has been the ordinary custom in many cases for the engineering staff, at least, to remain on. We are therefore induced to picture the said engineers growing gray under the German flag—or possibly stout under the German beer. A pretty idea, no doubt, but doomed, alas! to be shattered ruthlessly. It has been the fixt idea in all German steamship concerns to replace the original staff by German substitutes. But there is no needless hurry. Until the German officers have mastered the work, there is no question of the dismissal of the British. But when the moment arrives, when the engines run just as smoothly under Teutonic hands, the change is effected. Only a short time ago, one of the leading firms announced in the annual report that every member of the staff, who had come over in their vessels purchased abroad, had now given way to a German successor."

Japan's merchant marine tells the same story—

"At the beginning practically every officer aboard was British; now only a skipper is to be found on some of the passenger vessels. It will not be long before he, too, will be a *rara avis* on the bridge of a Japanese steamer. It is natural, nay, inevitable. A country must study first the interests of her own flesh and blood, for it is only from her own flesh and blood that

she will get the best results. Something is wanted in England of the spirit which animated the Kaiser's proud vaunt about his yacht, the *Meteor*—'German-built, German-fitted, German-manned!'

"Why, then, should our leaders quail before this Retaliation? Our navigators, our engineers, are serving under many a foreign flag, but the time of their service is measured by the time of their usefulness. When their brains have been picked, when the pupil has shown himself the equal of the master, comes the dismissal, to be followed by many a weary day of waiting, until some berth is secured. No maudlin sentimentality is allowed to sway the judgment of the alien ship-owner, with the natural consequence that their merchant service is invested with a robust vigor and cohesion sadly lacking in our own."

Mr. Campbell thinks that if the Government were to subsidize merchant-ships it would solve the problem by enabling ship-owners to pay British wages to British sailors instead of employing lascars, coolies, or "dagoes" at starvation pay.

The rule of the American Navy to employ none but American citizens on American war-ships is cited as an example for England's mercantile navy to follow. If this rule is not adopted, we are assured, it will spell ruin to the Empire.

"The loss of our mercantile marine will mean nothing else than the destruction of the British Empire, for that Empire is essentially an Empire of the sea. It rests upon two supports: the Navy in the first instance, the merchant service in the second, and each support is necessary to the other. If we lose the supremacy of the sea, the ocean which unites and welds our Empire will then divide it—there will be a falling asunder of the parts and eventual dissolution. . . . Whether it is an immutable law of nature that every empire in due course of time must crumble and decay, or not, it is certainly a fact that a long period of supremacy breeds a numbing lethargy, a contemptuous self-confidence, and a marked dislike to facing unpleasant details. During the last few years this canker has eaten its way into the British people. We have been granted great things, and it needs a strong and determined effort to awaken to our responsibilities. Otherwise we shall realize the grim truth of the old saying, 'To help fools, even the gods are powerless.'"

A FAR-EASTERN STEEL TRUST—The formation of a Chino-Japanese steel trust, which is expected by some persons to have a far-reaching effect on industrial conditions in the Orient, is described by E. Bonnaffé, in *Cosmos* (Paris), in which we read as follows:

"The new combination is the result of a fusion, under the control of Japanese and Chinese capitalists, of the foundries of Hanyang, the iron-mines of Taya, and the collieries of Pinghsien.

"These last, situated in the province of Kangsi and tapped by a railroad that places them in communication with Chuchow, employ more than 3,000 miners and produced in 1911 nearly 500,000 tons. According to the expert opinion of a German engineer, the value of the deposits is not less than \$1,500,000.

"The steel-works and foundries of Hanyang, estimated at \$9,000,000, are equipped with all the improvements of modern industry. Their production should amount at least to 140,000 tons of iron and 70,000 of steel, and they nearly reached these figures last year.

"Finally, the iron-mines of Taya, on the right bank of the Yang-tse, about 60 miles from Hankow, have a value of \$8,000,000. The yield of the ore is as high as 62.3 per cent. of iron, and the annual production is placed at a million tons. These deposits are so rich that the same German expert has been able, without fear of error, to declare that they will last 200 years, even with intensive working. Like the two other industries, the mines of Taya are in communication with the near-by centers by a railroad about 25 miles long.

"The capital has been largely furnished by the Japanese. A Chinese law of recent enactment, authorizing commercial companies to call in foreign capital in the proportion of 50 per cent., has permitted the organization of this formidable and unexpected trust, in which, curiously enough, the industries exploited are all in China while the financial control of the syndicate is in Japanese hands."—*Translation made for THE LITERARY DIGEST.*



SCIENCE AND INVENTION



EXPERTS ON THE "TITANIC" WRECK

WHILE IT IS WELL to adopt many of the precautions and devices suggested since the iceberg sent the *Titanic* to the bottom, yet we are reminded by no less an authority on ice than Robert E. Peary that, after all, for the modern transatlantic liner, "there is no certain protection against icebergs except to give the region where they may occur the widest berth." And it likewise appears to *Engineering News* (New York) "that the first and most important lesson of the *Titanic's* loss is the need for moving the summer course of transatlantic steamers between North Atlantic ports and English Channel ports farther south."

This, as our readers know, was done at once by the joint action of the steamship companies. In connection with a chart showing the various "lanes," *Engineering News* goes on to say:

"The position of the *Titanic*, as given in her calls for assistance by wireless, was lat. 41° 46', long. 50° 14'. It will be seen by referring to the chart [on next page] that this was 14', or about 16 miles, south of the regular west-bound summer route. The early reports that the *Titanic* was using the shorter route—the northern or winter route—were plainly erroneous."

"The general position of the group of icebergs upon one of which the liner was wrecked is indicated on our chart. The iceberg symbols on the chart mark positions at which icebergs were sighted by different vessels in the few days immediately preceding and following the wreck. For the sake of clearness, only a few of the numerous reports received at the New York office of the United States Hydrographic Bureau are marked on the chart."

"The course of the group of bergs to the southward under the influence of the Labrador current can be traced by means of the pilot charts issued monthly by the Hydrographic Office. The Labrador current curves around the coast of Newfoundland and is believed to pass below the Gulf Stream. The ice brought down by the current from the north is picked up by the Gulf Stream and carried slowly eastward, being at the same time rapidly melted as a general rule by the warmer water. The speed of the Gulf Stream in this vicinity is only 15 or 20 miles per day. Slight variations in the flow of the two currents or a difference in the character of the ice itself may account for the further progress of the ice to the southward in some years. . . .

"The ice this year is farther south than it has been during a long period of years, and on April 16 the transatlantic lines announced an agreement, 'in consequence of the reports as to ice in the Atlantic,' to shift the established routes so as to bring them 60 or 70 miles farther south in the vicinity where icebergs are met. Three days later, on April 19, an agreement was effected between the steamship lines and the United States Hydrographic Office, moving the routes some 100 miles farther

south still to the position indicated on the chart reproduced herewith. The chart shows also the former routes, which were established in 1898. The new routes are about 175 miles longer than the former summer routes."

The sinking of the *Titanic* has convinced many that there is no such thing as "the unsinkable ship." Yet, *The Scientific American* would remind us, "the ship's company who set sail from Southampton on the first and last voyage of the world's greatest vessel" had "many and good reasons" for believing that she was unsinkable. To begin with, we read in a carefully prepared

article in this authoritative weekly:

"The floor of the ship was of exceptional strength and stiffness. Keel, keelson, longitudinals, and inner and outer bottoms were of a weight, size, and thickness exceeding those of any previous ship. The floor was carried well up into the sides of the vessel, and in addition to the conventional framing, the hull was stiffened by deep web frames—girders of enormous strength—spaced at frequent and regular intervals throughout the whole length of the vessel. Tying the ship's sides together were the deck beams, ten inches in depth, covered, floor above floor, with unbroken decks of steel. Additional strength was afforded by the stout longitudinal bulkheads of the coal bunkers, which ex-

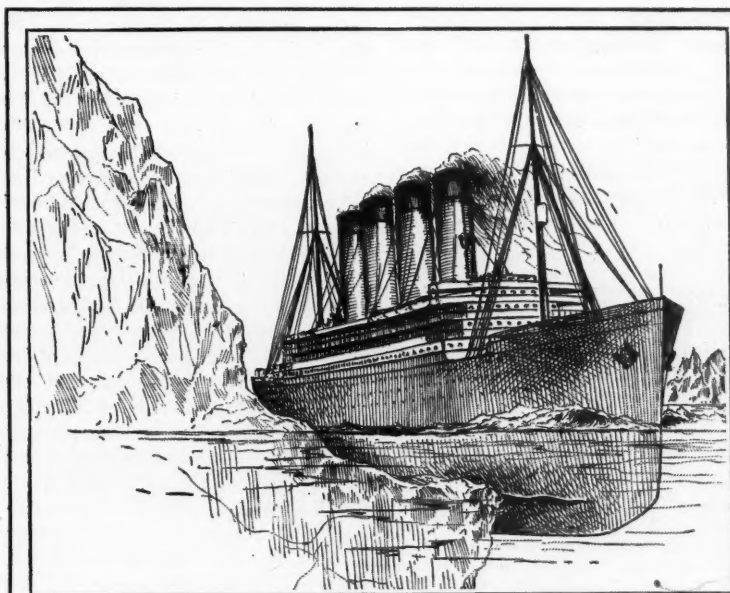
tended in the wake of the boiler-rooms, and, incidentally, by their water-tight construction, served, or rather, in view of the loss of the ship, we should say were intended to serve, to prevent water, which might enter through a rupture in the ship's outer shell, from finding its way into the boiler-rooms."

"As a further protection against sinking, the *Titanic* was divided by fifteen transverse bulkheads into sixteen separate water-tight compartments; and they were so proportioned that any two of them might have been flooded without endangering the flotation of the ship."

"Furthermore, all the multitudinous compartments of the cellular double bottom and all the sixteen main compartments of the ship were connected, through an elaborate system of piping, with a series of powerful pumps whose joint capacity would suffice to greatly delay the rise of water in the holds, due to any of the ordinary accidents of the sea involving a rupture of the hull of the ship."

"Finally, there was the security against foundering due to vast size—a safeguard which might reasonably be considered the most effective of all. For it is certain that, with a given amount of damage to the hull, the flooding of one compartment will affect the stability of a ship in the inverse ratio of her size—or, should the water-tight doors fail to close, the ship will stay afloat for a length of time approximately proportional to her size."

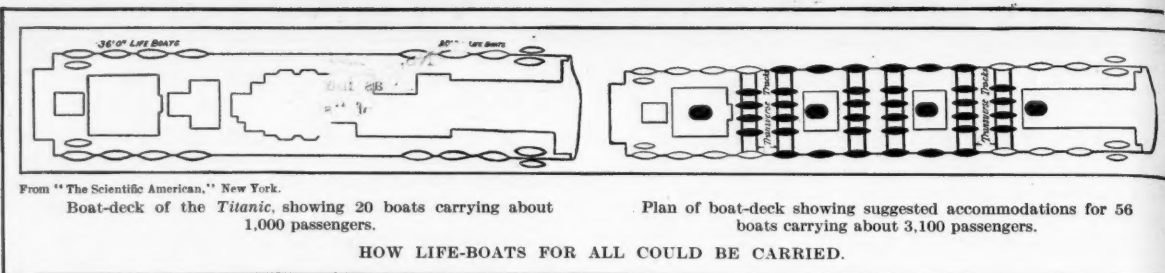
Therefore, "unsinkable she was by any of the seemingly



From "The Scientific American."

IS THIS WHAT HAPPENED?

In all probability, according to *The Scientific American*, a massive, projecting, under-water shelf of the iceberg with which she collided tore open several compartments of the *Titanic*, the rent extending from near the bow to amidships. The energy of the blow, 1,161,000 foot-tons, was equal, it is estimated, to that of the combined broadsides of the battle-ships *Delaware* and *North Dakota*.



possible accidents of wind and weather or deep-sea collision." Bow on, and "under the half-speed called for by careful seamanship," she would probably have survived even a head-on collision with an iceberg. But there was just one peril against which she was as helpless as the smallest of coasting steamers—"the long, glancing blow below the water-line, due to the projecting shelf of an iceberg." Nevertheless, asserts this writer with emphasis, "had the *Titanic* been running under a slow bell, she would probably have been afloat to-day." Even that deadly under-water blow, we are told, "would scarcely have been fatal had the ship been put, as she should have been, under half speed." For in that case, "the force of the reactive blow would have been reduced to one-quarter." To quote the ensuing explanation:

"The energy of a moving mass increases as the square of the velocity. The 60,000-ton *Titanic*, at 21 knots, represented an energy of 1,161,000 foot-tons. At 10 knots, her energy would have been reduced to 290,250 foot-tons. Think of it, that giant vessel, rushing on through the ice-infested waters, was capable of striking a blow equal to the combined broadsides of the twenty 12-inch guns of the *Delaware* and *North Dakota*, each of whose guns develops 50,000 foot-tons at the muzzle!

"Newton's first law of motion 'will be served.'"

"But had the speed been only one-half and the energy one-fourth as great, the ship might well have been deflected from the iceberg before more than two or three of her compartments had been ripped open; and with the water confined to these, the powerful pumps could have kept the vessel afloat for many

hours, and surely until a fleet of rescuing ships had taken every soul from the stricken vessel."

This writer has no patience with the contention that it is impossible for a ship like the *Titanic* to carry life-boats enough for all on board. He has studied out the problem, and presents his solution in the accompanying diagram.

In its editorial summing up the "Lessons of the *Titanic* Loss," *The Army and Navy Journal* (New York) makes special mention of these: the value of the life-raft, the need of more competent seamen, better appliances for launching boats, "steam- or gasoline-propelled pinnace," and search-lights. It calls attention to a letter from Admiral Robert E. Peary. Admiral Peary's opinion: "A powerful search-light would be of great assistance in determining the presence of icebergs in a ship's course in clear weather," but would be useless in a fog. Large icebergs, he says, are easily located and avoided, but "the most dangerous ice menace to a steamer is the last remaining fragment of a berg, usually a mass of dense translucent ice, like as rock, almost entirely submerged, absorbing the color of the surrounding water, and almost invisible, even in broad daylight until close aboard." A steel passenger-ship, striking one of these "growlers," would be likely to have "her bilge torn open from bow to quarter. For our huge modern steel steamship traveling at high speed and intensely vulnerable to puncture there is no certain protection against icebergs except to get the region where they may occur the widest berth." Lewis Nixon, the ship-builder, believes that some of the difficulties

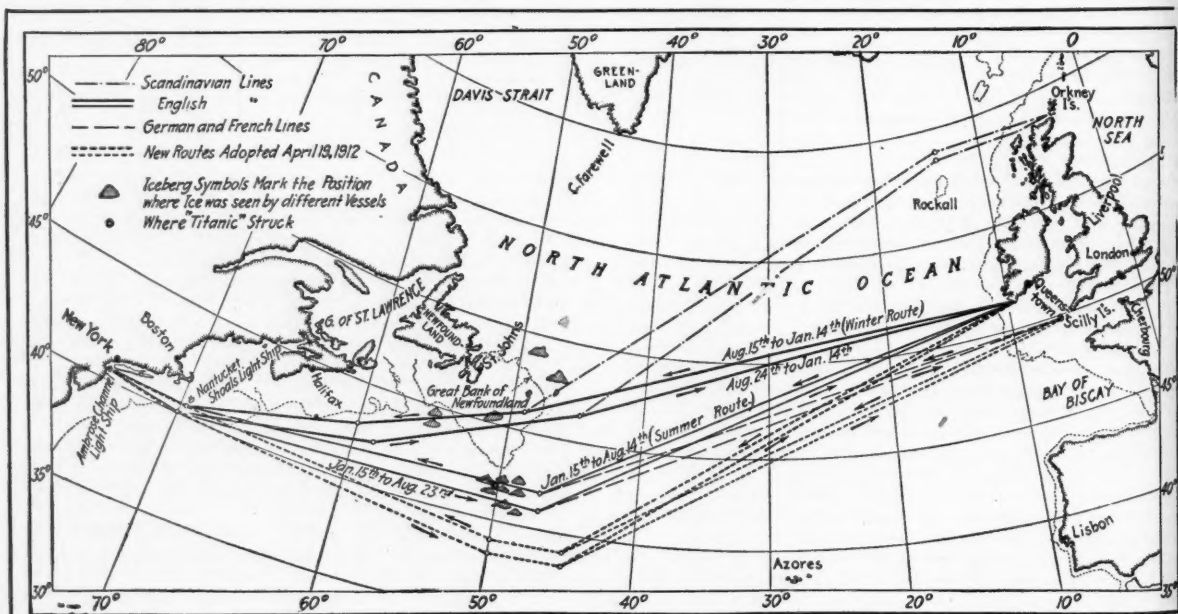
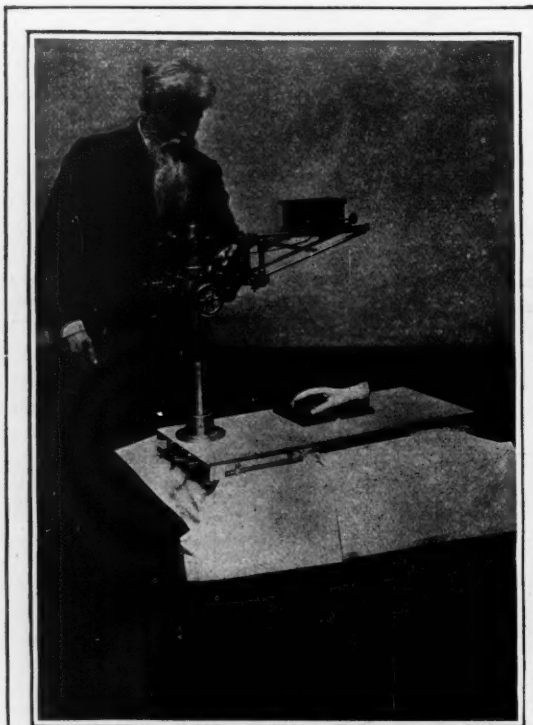


CHART OF THE NORTH ATLANTIC, SHOWING THE NEW SUMMER ROUTES FOR STEAMSHIPS.

Inter routes of German and French lines not shown. The turning-points are the same as for the English lines. These points are indicated by small open circles. Position of icebergs is shown by shaded spots.

Law of New York State, the stock can be killed and marketed under very favorable conditions. This should become an important industry in all portions of the State that are not well suited to agriculture. The white-tailed deer is a most persistent and capable animal. Give it half a chance, and it will live and



Courtesy of "The Scientific American."

THE STEREOSCOPIC X-RAY MACHINE.
The inventor and his apparatus.

thrive in a wild state. It will be the last hoofed wild animal of North America to be exterminated, just prior to the decline and fall of the great American republic through wastefulness and other follies too numerous to mention.

"To-day, the extermination of a given species always comes through excessive, persistent, and relentless killing—and killing long after the time when all slaughter should cease. The way to preserve a wild fauna is to protect it, and stop all killing of it. But the American rarely or never consents to a prolonged close season until the species is so nearly extinct that it is no longer possible to find any of it to shoot.

"One thing, however, is certain. Regarding nearly all of the killable species of United States game, the sportsmen now must take their choice between close seasons of five years, or close seasons of five hundred years! Gentlemen of the gun, which will you have? It is now your move. No half-way measures will serve."

SUCCESSFUL JOINT-GRAFTING — The possibility of replacing a diseased or ankylosed joint with a sound and healthy one taken from another person has been demonstrated by Dr. Tuffier, a French surgeon. From a strictly scientific standpoint, the gain of the one patient would seem to be offset by the other's loss, but if the loser were satisfactorily compensated, no one else would seemingly be entitled to object. Says *La Nature* (Paris, March 30):

"The new articulation preserves its form and its function. This delicate operation has succeeded in two separate cases. The point of greatest importance is the permanence of the graft, which at the end of a year remained as clear as the first day. The grafted joint retained its mobility. This transplantation of a joint, with permanence of its vitality and its function, is a great advance in surgery."—*Translation made for THE LITERARY DIGEST.*

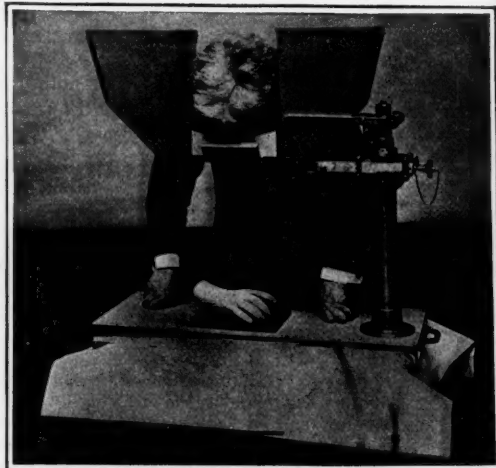
STEREOSCOPIC X-RAY PICTURES

THE INTRODUCTION of the stereoscopic feature into x-ray photography, so that the resulting pictures are seen in relief, is not new, but an interesting development of it has recently been made by Dr. P. H. Eijkman, chairman of the Netherlands Röntgen Ray Society. The interesting feature of his device is its capability of showing the relief picture and the object from which it was taken as if they occupied exactly the same position in space, the effect produced being precisely as if the observer could look into the object and see within it whatever may be brought out by the stereoscopic x-ray picture. We quote the following paragraphs from an article in *Die Welt der Technik*, as translated in *The Scientific American Supplement* (New York):

"Dr. Eijkman's apparatus not only enables one to obtain stereoscopic pictures in which all the features displayed appear in the proper space relation, but, what is most important for practical purposes, it is possible by its means to cause this stereoscopic image to appear in coincidence with the object itself. The significance of this for operative work hardly needs to be pointed out. The surgeon can view the part to be operated and actually see its internal structure, and place his scalpel almost as if he were dealing with a transparent object. To fully appreciate the importance and value of the new method it is almost necessary to see the apparatus at work. The stereoscopic effect is quite remarkable. When the object is withdrawn from its position, so that only the stereoscopic x-ray image is seen, a pointer held in the hand can be brought into coincidence with any particular feature of the image, giving a full realization of the three dimensional characters of this image, for a point is fixed not only as regards its position from right to left and forward and backward, but also up and down.

"Dr. Eijkman's apparatus further provides for the preparation of an ordinary photograph strictly coincident with the x-ray photograph, so that a permanent record can be obtained of the aspect of the object when viewed with the stereoscopic x-ray apparatus. . . .

"If preferred, the patient may be withdrawn from the apparatus and brought to it again later, in which case the part treated must be brought into the same position in which it lay during the preparation of the x-ray photograph."



VIEWING OBJECT AND X-RAY TOGETHER.

The viewing of the object and the stereoscopic pictures simultaneously is managed by means of bits of glass placed at an angle with the eye. The pictures are seen reflected from the surface of these glasses while the object is seen through them at the same time, so that they seem to be in one and the same place and whatever is revealed by the x-ray can be precisely located.

ILLUSIONS OF THE CINEMATOGRAF

THOSE WHO frequent moving-picture shows are familiar with the booming of cannon, the music of passing bands, etc., as displayed on the screen. The sounds are generally real, and are produced behind the stage by the ingenious showman, anxious to reenforce the illusion of one sense by evidence appealing to another. Possibly we may one day have also the flooding of the auditorium with perfume, when a picture of a garden in bloom appears, or air-currents from motor-driven fans during the portrayal of a storm. Be this as it may, it sometimes occurs that the spectator gets the additional sensation without the showman's aid. We are apt to imagine that we see or hear what we think we should see or hear under the circumstances—hence we may hear the artillery or smell the roses by pure imagination. Dr. Ponzo, an Italian investigator, who reports some observations of this kind to the Turin Academy of Science, finds that there is generally some basis for the imagined sensation, tho it may bear little relation to reality. We translate a brief account of Dr. Ponzo's discoveries from *La Nature* (Paris, March 23), to which it is contributed by René Merle. Says this writer:

"Dr. Ponzo has collected divers curious observations made during cinematograph exhibitions, and all belonging to the category of errors—illusions of the senses and of the perceptions furnished by them.

"Most of these relate to associations between the visual images of the cinematograph and independent acoustic impressions. Dr. Ponzo cites some of these associations: During the exhibition of a film representing a religious ceremony in Burma in which two young persons struck bells, he believed that he heard the tolling, and in seeking an explanation found it in the sensation of the low tones produced by the stringed instruments of the orchestra. Another time, seeing the representation of a moving automobile, he seemed to hear the noise of the motor—an impression that was the interpretation of the rattle of the hall ventilator. On several occasions, he interpreted the noise of the same ventilator or of the cinematograph projector as the far-off rushing of a torrent or that of a waterfall when the film showed views of this kind. These associations easily occur when no particular attention is given to them and are very intense when they last but an instant. On the other hand, they are difficult to bring about voluntarily, and every one knows what imperfect results have attended all efforts to combine the cinematograph and the phonograph, particularly because of the impossibility of localizing visual and acoustic impressions in a single point.

"It is certainly with the intention of favoring these acoustico-visual associations, and thus giving a greater impression of reality, that the promoters of moving-picture shows furnish orchestral music and that they try to imitate behind the curtain certain noises such as those of the wind, of the sea, of vehicles, of falls, of the breaking of glass, etc.

"It is not alone acoustic impressions that are sometimes associated with the visual images of the cinematograph; all the senses equally may furnish such illusions.

"Dr. Ponzo cites an impression of moisture and cold received during the representation of a scene from Dante's 'Inferno,' involving rain; an impression of sea-air at the sight of a ship at sea, etc., all due to the temperature of the hall, but not noticed until the visual impressions had put them in evidence through association.

"Odor may also furnish illusions. . . . All these phenomena are valuable in the study of the associations of sensation and of the illusions that they produce; they are worth noting, for their observation is difficult because it can not be made at will, the desire to notice them being sufficient to prevent their occurrence."—Translation made for THE LITERARY DIGEST.

CRYSTALS AS LARGE AS MAN

GIGANTIC CRYSTALS of gypsum, or sulfate of lime, five feet tall and a foot thick, fill a series of caves found in the mining-district of northern Mexico. This region abounds, we are told by N. Dégoutin in *La Nature* (Paris, March 30), in pockets or caves incrustated with various minerals and ores. Such crystal-lined cavities occur in all parts of the world, generally on a very small scale, but in the region noted they are so large, and the ores that they contain are so easily taken out and smelted, that its mines, especially those of Santa-Eulalia, near Chihuahua, are celebrated. These mines have



THE HUGE GYPSUM CRYSTALS AT NAÏCA.

been worked for two centuries and are now controlled by American companies. It is in the similar mines of Naïca, about seventy-five miles farther south, discovered only a few years ago, that the huge crystals noted above have been found. Says the writer:

"The accompanying photograph gives a feeble idea of the truly extraordinary aspect presented by these different grottoes. They are entered through one of the principal galleries of the mine, and the visitor finds himself first in cavities filled with ordinary deposits of carbonate. Below this first grotto the descent is by ladders over enormous crystals of gypsum, reaching almost the size of a man. The illustration gives some idea of these. Some are five feet long and nearly a foot thick. Finally, a second and then a third grotto are reached, which ends the series.

"Within somewhat restricted distances, these three grottoes offer quite varied aspects; the crystals themselves are of many forms. Sometimes the wall seems studded with threatening daggers, sometimes there is a forest of colorless prisms whose upper faces are covered with a white crystalline deposit, as if, despite the heat that reigns in these caverns, a fall of snow rested eternally there. . . . Finally, all these crystals are planted on a hard and sonorous crust that covers the rock, and at the slightest shock they give out a clear and agreeable sound; the simple friction of passing produces a sort of music, and if a stick is drawn over them, as boys do over a picket fence, there is a real chime, whose tones are reenforced by the very form of the caverns.

"There have been previously found, in some other parts of the world, grottoes with beautiful crystals of gypsum associated with the alteration products of the metallic sulfids—for example at Laurion, Greece, and at Gams, Syria. But nowhere, to our knowledge, has the phenomenon taken on an amplitude comparable to that of the caves at Naïca."—Translation made for THE LITERARY DIGEST.



LETTERS AND ART



MUSIC FOR THE SUBMERGED TENTH

CONGREVE was long supposed to have prescribed all the reformatory influence that music possesses in his celebrated assertion: that "Music hath power to soothe the savage breast." Mr. Hans Kronold believes it can do more than soothe—it can reach down into the depths of a degraded man's consciousness and bring up such visions of his earlier and hap-



HANS KRONOLD.

Who has a fund for giving concerts of the best music in the worst slums of New York in the hope of reclaiming some of its denizens.

pier years as will cause a radical reformation in his life. Mr. Kronold shows his faith by works, and has secured a fund of \$30,000 or \$40,000 from charitable persons to hold concerts of the best music in the New York slums; and these will begin in a month or two. He has in view an audience made up of skulkers in the dark, who would regard the free concerts of the parks or of Cooper Union and the Educational Alliance as provided for the Four Hundred. Fear of the police keeps them away from the parks. "They are out of touch with all that is respectable." Yet they may be men who have once been gentlemen, "even barons," adds Mr. Kronold, in their better days. "The most abandoned men and women who can be induced to attend one or more of these concerts will almost certainly be moved to make an effort toward bettering their condition." As gleaned by a reporter for the New York Sun, Mr. Kronold's purpose is put in this form:

"His project, stated in the simplest terms, is to give concerts of the very highest type, interpreting the masterpieces of the most gifted composers who have ever lived, with the cooperation

of the best performers who can be engaged for money, to audiences composed of men and women who are so far sunk in the degradation of vice or dissipation or whatever as to be beyond the reach of ordinary means of redemption. The effect of supreme musical art upon these derelicts will be, he hopes and believes, to awaken in them a recollection of former ideals, long forgotten, and to stimulate them to a renewed struggle for accomplishment and excellence.

"To carry out the program with any degree of efficiency it is necessary to have money enough to give these concerts properly, and Herr Kronold has already announced to *The Sun* that he has \$30,000 or \$40,000 subscribed toward a fund which is to be devoted to the purpose, and that the concerts are to begin within the next two months. Just when or just where they will begin is a detail that has not yet been arranged. But the money has been subscribed and the beginning is to be made."

That, Mr. Kronold is not wholly a visionary is shown by his recital of the personal experience that lies at the bottom of his faith:

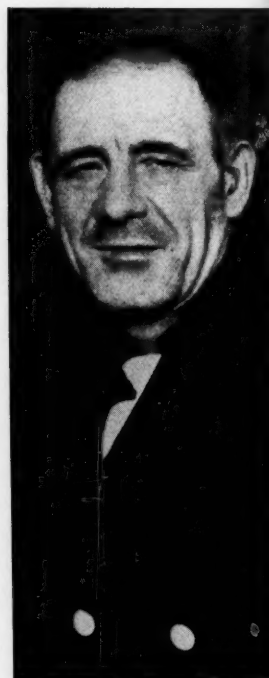
"I played once in the Bowery Mission. There were in the audience faces that were stamped with unutterable degradation. It was almost impossible to conceive why they should be there, listening to such music as they were listening to, unless they had come in there to get warm, as they possibly did, for it was in the depth of the winter season and it was bitterly cold outside.

"But as they heard the music you could see the change that came in the expression of their faces, and when the concert was over you could hardly recognize their countenances as those of the same people who had come in. There had come to each of them—or at least to many of them—a new thought. To me it seemed as if they had reached a recognition of God.

"They knew their own degradation. They had learned to know and to fear the persecution of the police. They recognized the conditions of society that made their hopes of future usefulness delusive, but they had heard good music, and the appeal to something finer in their own nature had awakened them to the consciousness that there was something higher and nobler in life than all of that to which they had become accustomed."

The music Mr. Kronold intends to offer his derelicts "must be music of the highest character and of the most elevating influences." It may be the overture to "Lohengrin," or something from "Parsifal." Chinatown and its vicinity, it is said, has the largest proportion of people who would likely need this influence, and somewhere in the section of New York the concerts are to take place. They are not alone Mongolians, but a "bewildering variety of nationality.

One well-known citizen of this neighborhood, Mr. Ch



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CHUCK CONNERS.

Who knows the Bowery psychology better than any one else and is skeptical of the power of music to reclaim the submerged there.

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Connors, who has the blood of several nationalities in his veins, and is sometimes called the "Mayor of Chinatown," would naturally have some interesting views upon a project like this; and to him *The Sun's* representative turned with these results preserved in the Bowery vernacular:

"It's another one o' these mission grafts. See! They are for it. Why wouldn't they be? This guy's got \$40,000, he says, don't he? Well, they'll be reachin' for it, won't they? Ach, Louis!

"Now w'at d'you think of them guys what give him \$40,000? They got cracks up here, ain't they?" [Here Mr. Connors laid his forefinger on the top of his own head.]

"W'at e'd they a done with all that money? Well, they e'd a got excursion boats couldn't they? Two on the East River, and two on the North River. And they e'd a give excursions for the kids, couldn't they?

"Well, they e'd a had their music on them boats, couldn't they? Course they could. An' they'd a got hold o' the roots when they was young. You take 'em when they're young an' you can pull 'em an' stretch 'em an' make 'em any shape you want. But when they get old you can't. They're too strong. Try to bend 'em when they're old? Ach, Louis! I tell you they're too strong. . . .

"W'at kind of a stall is this? Say, this guy comes down here and gives concerts. Is he goin' to give 'em a bite o' somethin' to eat and mebbe a ball after it? If he is I c'n get him a hall an' a whole fleet to listen. There won't be any trouble about that.

"But, say, he gives 'em a Dago tune. W'at d'ye think the Armenians'll be doin' when they hear it? Why this!" [And Mr. Connors' arms flew wildly around through the air as if he were striving to get at some elusive adversary.]

"I tell you he'd be stirrin' up more disturbance 'round this neighborhood than a tong war, an' we don't want no more trouble like that.

"An' then think o' the Chinks! W'at kind o' moral influence does he expect to get on a Chink with civilized music? D'you know what a Chink thinks is music? Well, you'd oughter come round here some time when they're havin' music o' their own an' listen to it. Ach, Louis! Cats is melodious alongside of 'em. You can't convert one of 'em with music, an' there ain't nobody 'round here that he can. Take it from me."

A "cynical sergeant of police" was not much more encouraging, only he spoke somewhat more from bureaucratic standards:

"This professor proposes to try to elevate the criminals, doesn't he? Well, what I want to know is, who are the criminals? The police don't know anybody as criminals.

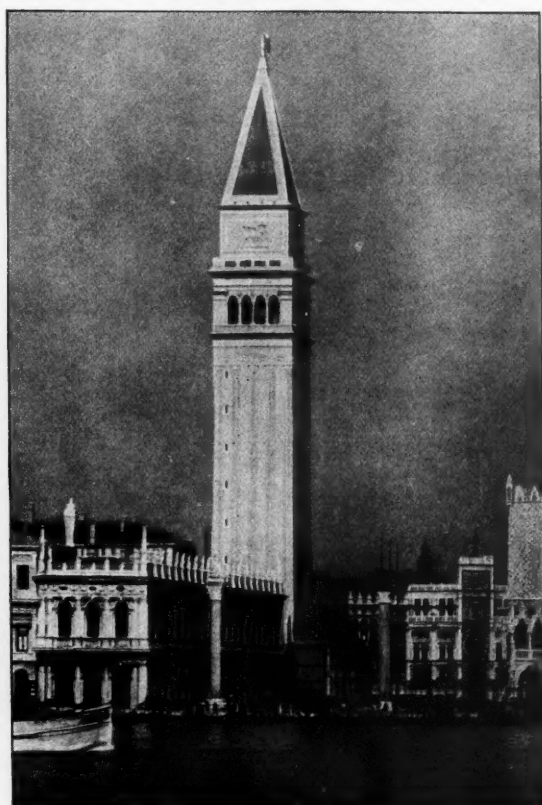
"If a man does anything out of the way we arrest him and turn him over to the Department of Correction. Maybe he'll be a criminal after that, but so far as a policeman is concerned he doesn't look on people as criminals unless they're committing crimes. Then he arrests them. Where's this professor going to find his criminals?"

It was suggested that possibly "toughs" was a better word.

"There you go again. Who is a tough? So far as the police are concerned, there are no toughs. Everybody is alike as long as he behaves himself. If he doesn't, he gets arrested."

VENICE AGAIN CROWNED

AFTER TEN YEARS Venice again has its Campanile. Foreigners who, on the one hand, protested against its rebuilding, and, on the other, offered unwelcome subscriptions to rebuild it, were allowed to join in the jublations. April 25 was a day of brilliant sunshine, say the press dispatches. The whole city was gay with flags and bunting. The piazza and piazzetta of St. Mark's were decorated with ancient damask and tapestries of the time of the Republic, alongside the national and Venetian colors. St. Mark's had been provided with 60,000 electric globes for night illumination; and "the hours were rung from the bell of St. Alipio, which for years had been silent." The ceremonies were both civic and religious, as the correspondent of the *New York Evening Post* describes:



THE RESTORED CAMPANILE.

Venice after ten years rejoices over the rebuilt bell-tower replacing the one which fell on July 14, 1902.

"The mayor, the aldermen, and the other members of the municipality formed a procession, with gondolas richly draped, escorted by the historic 'Bissono' with which they went to meet the Duke of Genoa and his suite at the royal palace. Two thousand children of the public schools, who had gathered on the highest arcade of the Doge's Palace, sang a hymn, the psalm of Benedetto Marcello, adapted to words for the rebuilding of the Campanile.

"At the signal to hoist the flags at the four corners of the tower, four immense flags began to rise rapidly, two Italian and two Venetian. One of the flags was that which flew from the mast of the battle-ship *St. Mark* at the taking of the city of Tripoli. It was sent to Venice for the purpose. L. Credare, Minister of Public Instruction, delivered a speech praising the work accomplished by Count Grimani, the Mayor of Venice, who answered expressing the satisfaction of Venice at the completion of the Campanile. Two thousand carrier pigeons were released, each with a little note attached to its neck.

"The ringing of the Campanile bells was the signal for the artillery to fire salutes, while the bells of all the churches of the city joined in. Then at the main door of the basilica, preceded by a golden cross, Cardinal Cavallari, Patriarch of Venice, appeared, dressed in the richest robes of St. Mark's, followed by the Chapter and by all the bishops of the Venetian provinces, each wearing the historic vestments of their churches, and followed by their respective Chapters. The procession moved slowly forward amid the applause of the people. The Patriarch, with his suite following, went around the Campanile, blessing it and reciting prayers. When the Cardinal was entering the basilica, the school-children at the Doge's Palace again sang, this time the strong hymn of Mameli, which has lately been adopted by the troops in Tripoli, its main motive being that 'Italy has awakened.'

"After this the Duke of Genoa and his suite entered St. Mark's for the religious ceremony.

"The Patriarch of Venice has received an autograph rescript from the Pope blessing the Campanile and rejoicing at its resurrection. The Pope recalled that he personally blessed its corner-stone."

The inauguration of this belfry of St. Mark's took place in the

hall of the Great Council in the Doge's Palace, where the "Exhibition of the Campanile," promoted by the municipality, was opened by the Duke of Genoa, accompanied by Count Grimani, Mayor of the city.

"This exhibition contains all the projects and studies of the reconstruction, the bibliography of the fall and rebuilding of the Campanile, the archeological material discovered in the débris and in the foundations, including Roman and Byzantine bricks, medieval bas-reliefs, a glass goblet with colored Byzantine figures, and a complete collection of all the prints and engravings representing the Campanile from the most ancient times to the present day. The catalog of the exhibition, compiled by Prof. P. L. Rambaldi, forms a documentary history of the Campanile from its inception to its rebuilding."

"The event showed once more the strange nature of the Italians, says Henry Roujon in *Le Figaro* (Paris), as translated in the *Boston Transcript*. How they decide for themselves against outside suggestion or criticism is shown, he continues, in the way they set about repairing the ruin of July 14, 1902:

"When the Campanile fell, and Venice no longer beheld that witness of her woes and her triumphs, she felt herself diminished. She resisted the esthetes who, on the morrow of the disaster, demanded in all the languages of Europe that she should refrain from rebuilding the ancient tower. There are people who have a superstitious reverence for old stones; it is a matter of good form, they think; they make it almost a profession. No doubt such zeal is praiseworthy and has its use. It serves to check the zeal of over-rash restorers. From every quarter came the cry: 'Do you know what you're about, you Venetian architects? Don't you realize that it is a profanation to reconstruct a medieval edifice in new materials?'

"This question as to things time-worn excites enthusiasts to the highest point. I remember a charming woman who once sat next me at table and who, with extremely new lips, pronounced the word 'time-worn' in a tone bordering on ecstasy. The upshot was that a proper respect for the Campanile of Venice required leaving it the heap of rubbish it then was.

"Such objections seem to me academic and artificial. Besides, they are the objections of outsiders, who are incompetent when it comes to a matter that is less an artistic question than a manifestation of quasi-religious feeling. Deaf to objections from foreigners, Venice said to herself, 'However new its stones, my restored Campanile will be the same, because I wish it so. To reconstruct its form is an affair of masonry; as for the marks of time, coming ages and future suns will bring them. Its intimate beauty and its glorious spirituality I intend to give back to it; I can and I must. It is not a task for erudites and architects, but an act of ardent faith and pure love.' In the solution of a complex problem, this spirit of *combinazione*, which is the unflinching counselor of the Italian genius, triumphed once more. Ever since the days of the Roman Senate, it has been our Latin brothers' way to work for all time. They said to themselves, 'After four or five centuries the world will no longer distinguish between Bartolomeo Buono's materials and those used by his confrère of the twentieth century. And what are five centuries in the life of the wonders of Italy?' So the descendants of the procurators did the work of patriots. The enchanted raft, laden with marvels, has regained its great mast."

FRANCE'S NEW GIFT TO AMERICA

IT IS OF GOOD OMEN that France's greatest ship, bearing her country's name, arrives on her maiden voyage at a time to divert attention from disaster and reassure all of the safety of ocean travel. It also brings us the Rodin bust, "La France," presented to the people of the United States by the French nation and accompanied hither by an eminent group of Frenchmen. The bust will shortly go to be set in its place at the base of the new Champlain Memorial Lighthouse now in course of construction at Crown Point on Lake Cham-

plain. The distinguished committee who offers the bust to the President of the United States as representative of the people is headed by Mr. Gabriel Hanotaux and includes such names in the French world of letters and affairs as Vicomte de Chambrun, representing M. Poincaré, the French Prime Minister; René Bazin, Étienne Lamy, Fernand Cormon, Marquis de Rochambeau, Louis Barthou, Baron d'Estournelles de Constant, General Lebon, Vidé de Lablache, Léon Barthou, J. Dal Piaz, Duc de Choiseul, Giraud, and Blériot, the aviator. The itinerary of this visiting company, after its inauguration by dinners and luncheons in New York, is given thus in the daily press:

"The party will proceed to Fort Ticonderoga, where they will view the work of restoring fortifications and buildings that stood there during the memorable struggles of a century and a half ago. Thence they will pro-

ceed to Port Henry. From there they will be conveyed to Crown Point, the site of the Champlain Memorial Lighthouse where the bust of 'La France' is to be placed, and will inspect the interesting ruins of Forts St. Frederick and Amherst. Later they will proceed to Montreal and Quebec, and before returning to France will visit Niagara Falls."

This country has already formally honored Champlain in a notable manner, observes the *New York Tribune*, "but it could not well honor the memory of that great man too highly, and must welcome with peculiar gratitude the gift of a memorial typifying France herself, designed by one of France's greatest artists, to be a perpetual part of our own monument to the founder of New France." It continues:

"Less imposing in proportions and destined for a less public site, the statue of 'La France' is no less significant than that of 'Liberty Enlightening the World,' while in historic apposition it far surpasses the latter. It will always be one of the most prized of the increasing number of such memorials with which this country is enriched.

"The delegation of statesmen, scholars, philanthropists and publicists which escorts this gift is one of the most impressive and authoritative that ever crossed the ocean, and its members will be welcomed and honored here for their own sakes and for the national sentiment of which they are the exponents. There is not a name in the list which is not well known in this country and there are some which are historically reminiscent of singularly close relations between France and America. The whole



RODIN'S "LA FRANCE."

To be placed on the base of the new Champlain monument at Crown Point.



DISTINGUISHED FRENCHMEN WHO BROUGHT THE RODIN BUST.

Photographed with Mayor Gaynor in front of the City Hall.

First row, from the reader's right to left: Gen. Lebon, representing the French Army; Étienne Lamy, Louis Barthou, Mayor Gaynor, Gabriel Hanotaux, historian and member of the Académie Française; René Bazin, of the Académie Française; second row, left to right: Vicomte de Cambrun, M. J. del Plaz, Gaston Deschamps, Fernand Cormon, President of the Académie des Beaux Arts; Comte de Rochambeau, Vidal de Blanche, representing the University of Paris; third row, right to left: Léon Barthou, Duc de Choiseul, Louis Blériot, Roger Coquel, Antoine Giraud.

mission is, indeed, practically a coming hither of France herself.

"The ship is *France*, the statue is 'La France,' and the delegates are not only a representation of but also an integral part of France herself in her very best estate. Champlain's dream of a political empire of New France has not been realized, but in its place there has arisen a greater empire than that could have been, of greater beneficence to France herself and to the world. And, happily, as the present auspicious incident denotes and as the leader of the present delegation has eloquently declared, France and this successor of New France—or of the major part of it—are united by destiny, with a common mission, and have a mutual duty to strive for the world's good."

It was the sentiment of the first dinner given at the Waldorf-Astoria that "never in history has there been a more disinterested friendship of one nation for another" than that of France for the United States. Uttered by Attorney-General Wickersham, it was confirmed by the French Ambassador, Mr. Jusserand, who declared that it was "founded on a more enduring basis than the friendship of any two sovereigns could possibly be, because the two peoples have similar ideas of government." In speaking of the new gift to this nation, ex-Premier Hanotaux remarked:

"It is said, of American thought, that it is formulated in terms of action—to think in terms of action. Well, we have formulated our sentiment in terms of action, by coming, twenty good companions, I dare say it, belonging to the various French activities, to bring you, for a great commemoration, a thing eminently French, a work of art.

"We reflected maturely before taking this step, and we ask you to reflect on it in your turn. We have no official title, we are simply individuals; but we selected ourselves (if you will allow me this ambitious expression) in the hope of not being too unworthy of you and of your confidence.

"There was a time when, in order to discover transatlantic lands, the first pioneers voluntarily left our shores: Champlain was the most glorious among those Frenchmen; those were the volunteers of faith and of hope. There was a time when other volunteers left in order to serve a just and legitimate cause; those were the volunteers of Liberty and of Independence. Times have changed; the great works are accomplished. However, we also, we come spontaneously, in order to maintain, at least, what our ancestors did; and we are the volunteers of friendship!"

PHILADELPHIA'S OPERA SEASON

DOLLARS SEEM to interest reviewers almost as much as music in their retrospect of an opera season. Certainly when a season does not leave a community in a financial "hole," they may look with pride on the pleasing columns of figures. Philadelphia may even be pardoned for patronizing Baltimore, now that she has come through so well in comparison with larger towns. Says the *Philadelphia Inquirer*:

"It seems that in the opera business success is not so much a matter of making profits as of avoiding losses, and that the season is considered to have been satisfactory where the losses are comparatively small. That is why Mr. Dippel is relatively well pleased with his last winter's experience in Philadelphia. There was a deficit of between thirty and forty thousand dollars, which was at the rate of about a thousand dollars each performance, but this was so much better than the previous year that it was regarded as doing very well.

"Mr. Dippel tells us that the receipts averaged \$1,600 a performance over the season of 1910-11, and that they exceeded those of Oscar Hammerstein during his first and most prosperous season. This indicates how enormous must be the expense of maintaining Mr. Dippel's organization, for many will be able to recall that at the close of the season of 1908-9, Mr. Hammerstein stated from the stage that his receipts had been in the neighborhood of \$750,000, which was not much less than \$10,000 a performance. The Chicago company did better than that last season, and yet there was a deficit of \$1,100 each time the curtain was raised. When the New York company was coming to the Academy of Music it received a guaranty of \$7,000 a performance, with which it was content. Evidently the cost of opera has gone up, like that of everything else. . . .

"Mr. Dippel says that the rent he pays is \$60,000, which means that, of the receipts derived from each performance, \$1,500 went to the Metropolitan Opera House Company. That looks like a good deal, but then the Metropolitan Opera House seats 4,100 people, as compared with the Academy's 3,100.

"Mr. Dippel is able to give Chicago a pat on the back. It did nobly. There was actually a profit there, not exactly on the opera, but on the by-products, the programs, privileges, etc., and New York did well, too; but Baltimore! \$40,000 loss on ten performances! Philadelphia is to have opera next season all right, but those Baltimoreans are *ausgespielt* unless a Stotesbury comes to their rescue."



RELIGION AND SOCIAL SERVICE



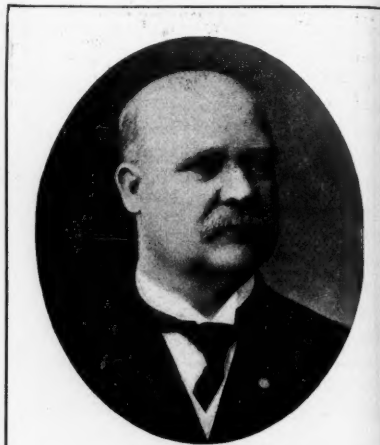
THE NEW McAULEY MISSION

ONLY THE OLD BENCHES and the "mercy-seat," which "so many have wetted with penitential tears," remain of the old Jerry McAuley Mission, in Water Street. In place of the building where the founder of this redeeming work spent his life and energies there stands a new and more imposing structure that boasts not only of being fire-proof, but also germ-proof. It has "sanitary walls, ceilings, and floors"; and these are an added asset when it is recalled that the specific work of this mission is "the redemption of individual souls and, more especially, those who, mauled and mangled by the Drink Fiend, have been flung on life's wayside and left to die." Some details of the new building are described by A. Chester Mann in the *New York Observer*. Thus:

"It will be fitted throughout with open plumbing, solid earthenware fixtures, forced ventilation and heating, outside breathing-spaces, well-lighted and conveniently arranged rooms. The sanitary treatment of the floors, walls, and ceilings will be equal to that of any modern hospital building. The superintendent's residential quarters, the main dining-room, laundry, and kitchen are away from the noise, dust, and unhealthy damp of the old swamp forming Water Street. A business office for

which his spirit reigns, occupy the floor immediately above. The mission hall proper is roomy and well lighted, and altho recalling but scantily the old room which for so many years was a spiritual shrine for many reclaimed drunkards, has already begun to create an atmosphere of its own."

For more than thirty-seven years the famous old building, known as 316 Water Street, stood as "the scene and center of an unremitting, unceasing activity, in the cause of bruised, fallen, wrecked humanity." Jerry McAuley, its founder, was succeeded in the management by Samuel Hopkins Hadley and he in turn by John H. Wyburn, the present superintendent, of whom the writer adds:



JOHN H. WYBURN.

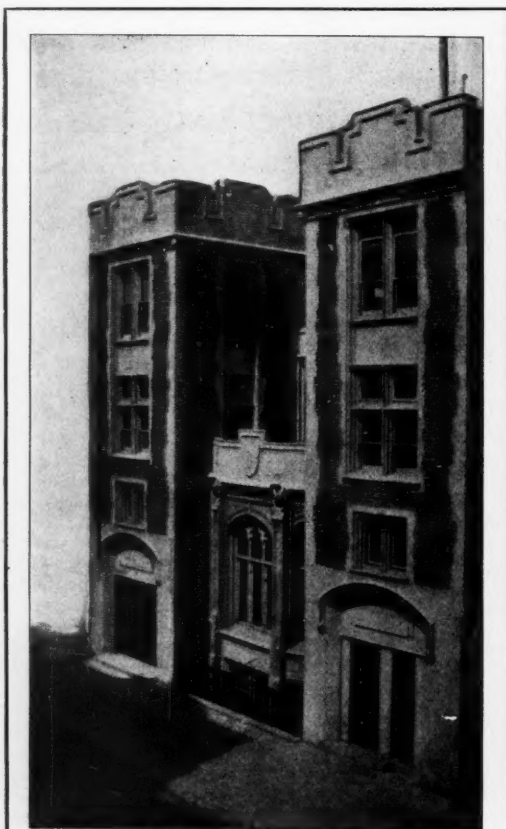
Who sustains the splendid traditions of leadership in the Water Street Mission founded by Jerry McAuley.

"The work has fallen into good hands. John H. Wyburn is in some respects a man of different type from his predecessors. But there is not the slightest danger of the magnificent traditions of Water Street suffering aught at his hands. In his love for the poor drunkards, his unwearying patience with men who fall, unswerving belief in the power of Jesus Christ to save to the very uttermost, and in his faithfulness to his charge, John Wyburn is a worthy successor to the men who, having labored in Water Street through faith and patience, now inherit the promise. I have known this splendid man for years, and without the slightest intention either to flatter him or set down aught but what is literal both in meaning and form of expression, I am of the opinion that were I in trouble I would rather seek his counsel, advice, and aid, than that of any other man in New York."

There was a time, it is said, when Jerry McAuley may have been regarded with suspicion and his work deprecated as an awkward and questionable innovation:

"But its obvious usefulness, and continuously expanding power, has killed that criticism years ago, so that to-day the McAuley Mission stands a permanent, respected, and widely imitated factor in the religious enterprises of this great city.

"In any case the old Water Street Mission may be depended upon to maintain its place and share among the forces that in New York City are militant in the cause of saving souls. Yet the strongholds of sin do not, in these days, fall as did the walls of Jericho. The conquering of them requires consecrated lives. The standard can not be carried to the summit without weapons, without sacrifice. It is no sinecure, no life of slipped ease, this toiling in the underworld of New York—a city where, as I read somewhere the other day, almost everybody sleeps under a roof he does not own; where, in a recent year, 204,119 men went into jail; 7,486 were picked up for vagrancy; 53,741 applied at the Municipal Lodging House for free shelter; 10,000 girls began to lead disreputable lives, while 50,000 continued the life they had begun; 800 men and women committed suicide, and an appalling addition was made to the 150,000 forgotten graves in Potter's Field. And prominent among the agencies at work in Manhattan, laboring with a view to the ushering in of a new and better morning, is the Old McAuley Mission."



THE NEW JERRY McAULEY MISSION.

The mission began its work thirty-seven years ago in an old building in Water Street, New York, and to-day "stands a permanent, respected, and widely imitated factor in the religious enterprises of this great city."

the superintendent's use will be on the mezzanine floor over the entrance, and also a room for the janitor. Rooms for the accommodation of some ten men converts who, having found Christ in the mission, are now being blest by the associations of a home in

HYPNOSIS FOR THE GANGSTER

HYPNOSIS, as a first step in the solution of the gang problem, is a new method that may excite suspicion, but is said by one experimenter to have proved effective in about 200 cases. These were tried by a young Californian named Prince Hopkins who has in his nature a compound of philanthropic zeal with psychological curiosity. He is rich, and so has the means and leisure to carry out his hobbies. His education, we are told in an interesting article in the *New York Sun*, was acquired in Leland Stanford and the University of Wisconsin. In the latter institution he gave lectures on psychology, and then pursued courses in pathology in France at the Navy School and at the Salpêtrière in Paris. His active experiments were begun in London, where he had the prestige of introductions from Drs. Wright and Bramwell. But neither the police nor the Salvation Army were impressed with these credentials and told Mr. Hopkins when he applied for subjects that "some of the bums would sooner or later wring his neck like a rat's." Nevertheless, Mr. Hopkins accosted a young loafer on the embankment and offered him "two bobs" a day to bring to his laboratory other young loafers of his own age "who would receive sixpence an hour for submitting to harmless experiments." The story proceeds:

"Hopkins then rented a little flat between Westminster Bridge and the 'Elephant and Castle.' Half a dozen young gentlemen of leisure from the slums reported for treatment, under the leadership of 'Enry, who acted as paymaster. Taking the boys, either one by one or in groups of two or three, belonging to the same type, Hopkins suggested to them certain simple principles of conduct in the course of the hypnotic trance.

"Things went well for a couple of weeks. Then 'Enry, whose handling of the funds seemed to be irreproachable, began to bring more and more Whitechapel gentlemen until one day he had about thirty-five of them cooped up in one room of the flat. As he was making probably an honest, tho small, middleman's profit off them, he worked hard gathering weak souls with a craving for hypnotic salvation. Hopkins, enthusiastic at first, very soon discovered his first mistake. The ribald behavior of the thirty-five gentlemen obliged him to close up the flat and to seek another neighborhood.

"The same thing came to pass when he opened another laboratory on Percy Street. As soon as the two-dozen limit was reached the gang's riotous instinct set at naught the power of Hopkins' righteous suggestions. Out of 120 subjects he treated in London he confesses that only three were positively benefited.

Hopkins returned to the United States and continued experiments on boys in the laboratory of the University of Wisconsin. Here he tried to find the "line of least and of highest resistance by taking various scientific measurements which had apparently nothing to do with reforming boys." But he discovered that "while individuals responded to the suggestive treatment, groups were harder to handle." His London experience had impressed one side of this proposition on him. But Hopkins turned next to New York City and opened a psychological laboratory in the San Juan Hill district, where "gang" material is plentiful. When boys were put into a trance the operator first suggested a desire for perfect physical development; "when this desire seemed to manifest itself in the boy's conduct in his eagerness to read books on the subject, the operator then suggested an increasing feeling of horror for whatever might hamper the boy's efforts—drink, smoking, overindulgence in

coffee, and other vices of youth." The gang neighborhood here, as in London, was found bad for the experiments, so a new base was secured which Mr. Hopkins thus describes to his interviewer:

"In this work, one can not underestimate the suggestion of the environment. The gang, even when gathered in a laboratory, even when put in a receptive mood by the operator's words, remains the gang. Its power of collective suggestion is too strong to be counteracted by one man's mental efforts. The way to treat the gang is to pick out individual members of it, to isolate them, and to call them for the period of treatment into a different neighborhood. The sordid-looking house where we worked on sordid Fifty-eighth Street had in itself a depressing effect on the youngsters. Now I have the San Juan Hill hoodlums come to a sunny, airy place on Columbia Hill, where everything suggests clean life, clean thoughts, order, and peace. On Fifty-eighth Street toughness, untidiness, boisterous behavior are smart. The Fifty-eighth Street hero who travels alone to a clean uptown district and who is no longer supported by the gang's approval weakens considerably and begins right away to modify his outward behavior.

"Talk to him alone, be kind to him, be a big brother to him (many of my boys I have secured through the Big Brothers movement), and he will show willingness to swear off his allegiance to the tyrannical gang. The gangster is generally weak physically and mentally. He is underfed and his family environment is often detestable. He must lean on something, and therefore leans on anything.

"An effective way of helping those boys to get rid of their bad habits is to find out what habits they actually wish to get rid of. Do not preach to them, do not lecture them nor scold them. Find out by and by what boyish ideal is buried in them. Awaken the yearning which the street and the gang have stifled. Don't try to find out everything at once or to correct everything the same day. Go slowly and give your suggestion time to sink deeply into their brains.

"A boy will confess to you, for instance, that he would like to free himself from the nail-biting habit. Do not go any further in your inquiries. He may be drinking or smoking besides, but solve the nail-biting question first. Suggest to him that he has no wish to bite his nails, then that biting his nails irritates his incisors, that the gesture of raising his finger-tips to his teeth entails a painful muscular exertion, etc.

"When you have succeeded in one thing, the boy's confidence in himself and in you increases wonderfully. Therefore always begin with the simplest thing. I have observed that the most effective way of breaking habits through suggestion was to emphasize some unpleasant sensation connected with each habit. Dwell in the course of the hypnotic trance on the burning sensation alcohol or tobacco produces in the mouth and throat and your subjects will gradually forget whatever gratification they derived from drinking and smoking and will only remember the disagreeable pungency of whisky or cigars. . . .

"Relapses are of shorter and shorter duration. You see the gang's influence is always for bad, and my suggestions are always for the individual's benefit. Therefore my influence is bound to prevail. For there is a curious fact observable in hypnotic trances. The subject can never be said to be under the absolute control of the operator. The subject may be in deep sleep, in real sleep, which cannot be shammed, for there are simple means of detecting fraud; and still a part of the consciousness seems to be beyond my reach, seems to be, so to speak, watching the other part sleep. Suggestions which are conducive to the subject's welfare are more readily accepted than harmful suggestions. Suggest to a subject in a trance on a warm day that he drink a glass of cool water supposed to be on the table and he will carry out this suggestion. Put into the subject's hand a harmless piece of cardboard suggesting that he cut his throat and in the majority of cases he will resist the command. This is why I hope to break up many gangs through suggestion, by demoralizing, from the gang's point of view, a few of the gangsters."



Courtesy of André Tridon.

PRINCE HOPKINS.

Who tries to hypnotize bad habits out of boys before beginning to teach them good ones.

THE CHURCH AND THE MAGDALEN

THE NEW PUBLICITY in regard to social vice must force the Church into "radical action," declared Miss Jane Addams in an address before the Christian Conservation Congress held in Carnegie Hall April 23. Her audience was composed largely of men, barely 150 women being present. "Absolute frankness and the broadest spirit of charity characterized the speech," says *The Evening Sun* (New York), from which we glean passages. She was definite in respect to several ways in which the radical action imposed on the Church might be carried out. "If it is known that excessive fatigue and underfeeding are causes that increase the victims of the social evil," she declared, "it is the business of the Church to obtain laws limiting the conditions for working-women; if the army of victims is increased through the pleasure found in vicious dance-halls, crowded excursion boats, and careless amusement parks, it is the business of the Church to guard and cleanse these pleasures and provide others free from dangers." The attitude of Christian men and women toward the victims of the traffic must also be changed. Upon this point she says:

"Kind-hearted women can not brook such things; their hearts would break had they not been trained to believe that virtue itself demanded from them first ignorance and then harshness. Their inherited fear of the harlot, and terror lest she contaminate their daughters, may be traced in the caste basis of our social amenities and in the lack of democracy and fellowship which so fatally narrows woman's interests. Yet the test comes to them none the less, for as all women fell in the estimate of religious men because they came to be looked upon as possible harlots, so may we not predict that women will never take a normal place in the life of organized religion until they recognize as one of themselves the very harlot who, all unwittingly, has become the test of their spirituality, the touchstone of their purity.

"Contemporary women, as well as men, ought to find it much easier at the present moment to meet this supreme test of religion than it has ever been before in the long history of civilization. A new publicity in regard to the social evil is the striking characteristic of the last decade. This publicity has disclosed that thousands of the so-called fallen women are piteously young and that thousands of others lost their chastity when they were helpless, unthinking little girls, many of them violated by members of their own households in that crowding which life in a large tenement postulates."

Publicity has shown, according to Miss Addams, that many women have entered upon the life of the streets against their will as the result of a "wide-spread commerce organized for the profit of men." All the agents of white slavery, she pointed out, the "cadet," the "protector," the brothel-keeper, are now becoming the paid agents of an organized business. Also "commercialized vice-promoters adopt vicious devices to stimulate their business among men." All these entrenchments of the evil are strengthened by "society's irreligious and unforgiving" attitude toward the women of the streets, to a policy of secrecy that prevailed until only recently, and to political corruption. Continuing:

"Prostitution protected by a thick hedge of secrecy in itself through changing administrations is the one fixt point of mal-administration, the unbreakable bank to which the corrupt politician may repair when in need of funds. The corruption spreads until the brothel, the saloon, and the gambling-den are the trio, literally, at the base of the real administration of our cities.

"Certainly, the harlot has been avenged upon the city which despises her. The men who consider her a legitimate source of revenue in a thousand ways fleece the decent taxpayers who refuse to acknowledge her existence, and she abides through one administration after another to the confusion and frustration of all movements for civic reform. . . .

"The supreme religious test of our social order is the hideous commerce of prostitution and the sorry results of that test registered in the hypocrisy and hardness of heart of the average good citizen toward the so-called fallen woman."

She points to a "freemasonry" among men which expresses itself in an opinion that the social evil is a necessity:

"The result of this worldly cynicism has become so registered in our political affairs that any probe into the vice condition of a city made by a grand jury or a commission uniformly discovers that prostitution is the root source of political corruption. Nowhere is the hypocrisy in regard to it so clearly revealed. Altho laws declaring it illegal have been placed upon the statute books out of respect for public opinion which even the hardest politician dares not repeal, nevertheless, backed by this universal cynicism, the politicians openly consider the laws too impracticable to be enforced, and not only deliberately decide not to enforce them, but actually define the conditions under which this lawbreaking is permitted. To permit this license in one particular is of course utterly to demoralize the entire police service. This police connivance at prostitution in certain districts created a necessity for both graft and blackmail; the graft is easy because the owner of an illicit business expects to have to pay for it, and every politician to the tip-top of the administration receives his share of this illicit fund. In connection with this a municipal blackmail is also established which just escapes legal recognition."

What was considered the loftiest utterance in the course of Miss Addams' address also summarized her attitude toward the whole problem:

"The method of Jesus was nothing more nor less than sheer forgiveness, the overcoming of the basest evil by the august power of goodness, the overpowering of the sinner by the loving kindness of his brother men, the breaking up of long-intrenched evil by the considered good-will of society."

METHODISM SCORED BY ITS BISHOPS—The opening note of the General Conference of the Methodist Episcopal Church, now in session in Minneapolis, was in the nature of reproof from its bishops. The "Episcopal Address," signed by eighteen bishops in America and six in foreign countries, criticized conditions that enabled the church to gain "less than 2 per cent. in membership the last year," and further accuses the church press of being used "as a free forum by the promoters of disaffection." The *New York Evening Mail* quotes:

"In the last year, the Church has made a net gain of but 55,000, which is less than 2 per cent., as the outcome of the year's activities and the outlay of many millions of dollars.

"The statistical paradox glares us out of countenance. It shames and humiliates us. What are honors of offices worth in any army that does not win battles?

"No marvel that some are proposing to reduce the major-generals to post duty."

This latter refers to the proposal to restrict the activities of Methodist bishops to individual dioceses instead of the present plan of universal jurisdiction. It is alleged in the address that declining church-membership may be accounted for by a "too strict application of the law of the Church demanding that all members who remove from a given community without church-letters be dropt from membership after one year." Further:

"A fair calculation reveals the astounding fact that probably not less than 500,000 members disappeared from our rolls by reckless use of the 'dropping process.'"

"Nevertheless, we still face the patent fact that our distinctive doctrines are not being emphasized as they once were, or, where preached, are discredited for the time by a gainsaying world drunk with vain philosophies and sated with gluttonous indulgence."

The bishops further score "the congregational system of calling pastors for local churches"; the use of evangelists in revival services in place of the pastor; and finally plead for emphasis on distinctive Wesleyan doctrines:

"Where is the evidence that science has ever regenerated one soul, or that culture has redeemed one libertine, or taken envy, malice, pride, jealousy, or greed out of any heart?

"These utterances are not reactionary, unless this world has outgrown Jesus Christ."



MOTOR-TRUCKS AND MOTOR-CARS



CUTS IN THE PRICE OF TIRES

DURING the second week in April, the price of tires was reduced by makers ten per cent. The Goodrich Company "started the slash," says *The Automobile*, "and all the others have met the reduction, or are preparing to do so." Among the causes are mentioned cheap rubber and the withdrawal from the retail field of a prominent company. *The Automobile* adds:

"The movement represents several factors. First, the generally lower level of crude-rubber prices, in comparison with those current in July last year when the old list was made up. Second, the adjustment of jobbers' and consumers' prices so as to eliminate a portion of the nominal margin of profit, and third, the abandonment of the retail field by the United States Tire Company and the assumption of that line by the B. F. Goodrich Company.

"Rubber prices are materially lower than they were last summer, altho the current level is about 20 cents a pound above rock-bottom. Figuring on a margin of 30 cents a pound, the difference represented by the cut is not dissimilar to the saving on crude rubber. But the second factor mentioned above is most important.

"When the reductions were announced to jobbers and dealers last winter, it was freely stated that the consumers would eventually get the benefit. Some of the companies had been complaining that the cut-rate jobbers and dealers were in the habit of selling at less than published consumers' rates and that the practise had become so wide-spread that the actual market price of tires had been reduced to approximately 5 per cent. of the price to dealers. This involved loss of trade to the dealers who maintained prices and resulted in a large trade at very small profit to the dealers who met the reductions to consumers or originated them.

"After the reduction last winter in the jobbers' prices, the nominal margin of profit was 20 per cent. Actually, it was not far from 14 per cent. But the tire-makers discovered that the dealers were giving their customers a portion of the additional 10 per cent., and, to clear the situation, it was decided to reduce the consumers' prices to correspond with the reduction to the jobbers."

As to what this means in prices paid by the consumer, the writer adds that, taking the standard casing, which measures 34 x 4 inches, the new prices, according to the company making the tires, are \$31.30, or \$33.60. The writer gives a table of net prices quoted to consumers by one maker and which went into effect in April:

Size	Regular Q. D. or Straight Bead Smooth	Regular Q. D. or Straight Bead Bailey	Q. D. Master Tread	All Tubes
	Case	Case	Case	
26x3	\$11.65	\$12.95	.....	\$2.75
28x3	12.60	13.95	.....	2.95
30x3	13.50	14.70	.....	3.20
32x3	14.40	15.60	.....	3.40
34x3	15.25	16.55	.....	3.65
36x3	16.25	17.60	.....	3.80
28x3 1/4	16.00	17.60	.....	3.85
28x3 1/2	18.50	20.20	22.20	4.05
29x3 1/2	19.15	20.90	23.00	4.20
30x3 1/2	19.85	21.60	23.80	4.30
31x3 1/2	20.55	22.20	24.50	4.40
32x3 1/2	21.20	22.95	25.20	4.50
33x3 1/2	22.05	23.85	26.25	4.70
34x3 1/2	23.05	24.80	27.30	4.80
35x3 1/2	24.00	25.75	28.35	4.90
36x3 1/2	24.95	26.70	29.35	5.05
30x4	27.20	29.45	32.40	5.30
31x4	28.25	30.45	33.45	5.45
32x4	29.25	31.45	34.65	5.55
33x4	30.30	32.55	35.80	5.80
34x4	31.30	33.40	36.75	5.95
35x4	32.30	34.45	37.90	6.05
36x4	33.35	35.55	39.05	6.25
37x4	34.30	36.50	40.10	6.35
38x4	35.35	37.60	41.35	6.50
40x4	37.35	39.65	43.65	6.90
42x4	39.45	41.60	45.75	7.20

A letter from London to *Motor Age* reports a reduction also in prices in Europe.

starve out the smaller makers." The writer adds that a large part of the reduction in Europe falls upon the middleman, discounts having been cut to a very



From "Motor Age."

A FRENCH CAR, SAID TO BE THE LARGEST EVER BUILT.

low figure. Former discounts were 25 per cent., but the middleman must now content himself with 10 per cent. While the list-price has been greatly reduced, the amount actually paid to the manufacturer has therefore not been reduced to the same extent.

Meanwhile, details are at hand as to the new capitalization of the Goodrich Company, a preliminary statement of which was made in these columns a month ago. With a former capital of \$20,000,000 in Ohio, the new company will have a capital of \$45,000,000 in New York. The actual transfer was dated April 1. The capital is divided into 450,000 shares of a par value of \$100 each. Of these shares, 150,000 are cumulative preferred shares paying 7 per cent., and 300,000 are common. It is expected that about 3 per cent. of the preferred stock will be retired each year from surplus profits.

IMPROVIDENCE IN THE USE OF GASOLINE

A motor-designing engineer, whose name is not given, is quoted in *The Motor World* as having declared that the steady increase in the price of gasoline "ought to set to thinking every person interested in the automobile trade, and cause them to guess when the limit will be reached." Whenever he sees the announcement of an advance in the price, he "indulges in one long sweet dream," in which he sees many ways by which the supply of liquid fuel could be conserved. One of these ways is the use of greater care by drivers



From "The Auto Car."

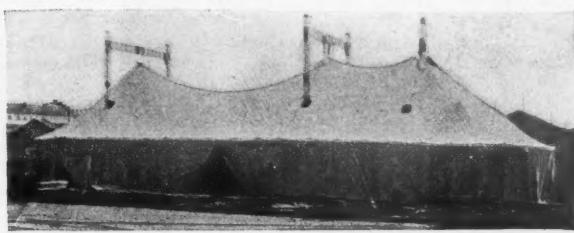
A MOUNTAIN-ROAD IN NORTH AFRICA.

A different cause, however, is assigned—the efforts of one of the largest rubber concerns to control the tire trade of France by means of reduced prices intended to



From "Motor Age."

A WINTER BUS RUN BETWEEN WHITE PLAINS AND PORT CHESTER, N. Y.



From "The Commercial Vehicle."

A FRENCH CIRCUS WHICH USES MOTORS FOR TRANSPORTATION.



Franklin Little Six

*A five-passenger, six-cylinder car
Thirty Horse Power*

The ideal "six" for men and women who drive their own cars.

A small light car, it solves the question of heavy up-keep.

Proper balance of weight and power make it fast on hills and the level road.

In a small motor the smoothness and flexibility of six-cylinder construction are very pronounced.

There is no feeling of "labor" at the slowest or fastest speeds on high gear. Power is continuous and vibrationless.

Franklin quality throughout including aluminum body which does not rust, check or crack.

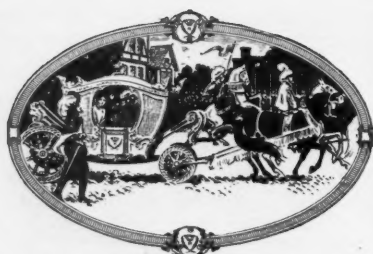
Air cooling saves complication. Maximum simplicity and dependability are secured.

Twenty-eight hundred dollars at the factory.

Write for catalogue of all models

FRANKLIN AUTOMOBILE COMPANY

Syracuse N Y



The Royal Coach —Then and Now

DURING the 16th and 17th centuries, only the nobility rode in coaches—hence the name *royal coach* signifying the highest type of vehicle construction.

In the Electric Vehicle of today we have the modern royal coach; but there is more real comfort and luxuriousness in the Electric than ever was possible in those splendid equipages of the past.

The Electric Vehicle is refined enough and exclusive enough in appearance to suit the most aristocratic, formal occasion. It is commodious enough for a family outing—dignified enough for the business or professional man.

With all its niceties of design and equipment, the Electric is the staunchest, sturdiest specimen of carriage building. It has sufficient power to satisfy every normal desire for speed, but even children may drive it with safety.

The Electric does away with the necessity for a chauffeur—it takes scarcely any time to learn its simple operation. Its general serviceability in all sorts of weather and its extreme economy of maintenance make it the one car for every member of the family—the car desirable for *you*.

*Before you buy any car
—consider the Electric.*

**ELECTRIC VEHICLE ASSOCIATION
OF AMERICA**

BOSTON NEW YORK CHICAGO

MOTOR-TRUCKS AND MOTOR-CARS

(Continued from page 994)

MOTOR-CARS AND HORSE-DRAWN VEHICLES

The Census Bureau recently issued a "preliminary report," dealing with the carriage-and-wagon industry, from which may be seen what inroads have been made by the motors on horse-vehicles in the period of five years elapsing between 1904 and 1909. The report shows that, while the valuation of horse-drawn vehicles did not decline in proportion corresponding to the increase in motor-cars, yet the number both of carriages and wagons fell off approximately 100,000 each. Details of the two industries, in which motor-cars and horse-drawn vehicles are divided into several classes, appear in this report as follows:

THE AUTOMOBILE INDUSTRY, 1904-1909					
Product	1909		1904		
	Number	Value	Number	Value	
Total Value.....		\$249,202,075		\$30,033,536	
Automobiles.....	126,593	164,269,324	21,692	23,751,234	
Gasoline.....	120,393	153,529,653	18,099	19,566,941	
Electric.....	3,826	7,259,430	1,425	2,496,255	
Steam.....	2,374	3,480,241	1,568	1,688,038	
Passenger Vehicles (pleasure, family and public conveyances).....	123,338	159,039,301	21,281	22,804,287	
Gasoline.....	117,633	149,530,232	18,504	19,300,654	
Electric.....	3,331	6,028,828	1,211	1,819,595	
Steam.....	2,374	3,480,241	1,566	1,684,038	
Buggies.....	4,582	2,391,250			
Gasoline.....	4,314	2,039,129			
Electric.....	268	352,121			
Runabouts.....	36,204	28,030,479	12,131	8,831,504	
Gasoline.....	35,347	27,116,901	10,999	7,976,821	
Electric.....	496	648,630	455	453,304	
Steam.....	361	264,948	677	401,379	
Touring-cars.....	76,114	113,403,188	7,220	11,781,521	
Gasoline.....	73,883	109,844,295	6,444	10,576,023	
Electric.....	243	387,526	39	55,038	
Steam.....	1,988	3,171,367	737	1,150,460	
Closed (Limousines, Cabs, etc.).....	5,205	12,729,304			
Gasoline.....	3,290	8,762,768			
Electric.....	1,915	3,966,536			
All Other (Omnibuses, Sight-seeing Wagons, Ambulances, etc.).....	1,233	2,485,080	1,930	2,191,262	
Gasoline.....	799	1,767,139	1,061	747,810	
Electric.....	409	674,015	717	1,311,253	
Steam.....	25	43,926	152	132,199	
Business Vehicles (Merchandise).....	3,255	5,230,023	411	946,947	
Gasoline.....	2,760	3,999,421	195	266,287	
Electric.....	495	1,230,602	214	676,660	
Steam.....			2	4,000	
Delivery Wagons.....	1,862	1,918,856	251	455,457	
Gasoline.....	1,645	1,474,063	140	215,897	
Electric.....	217	444,793	109	235,560	
Steam.....			2	4,000	
Trucks.....	1,366	3,165,512	160	491,490	
Gasoline.....	1,090	2,384,703	55	50,390	
Electric.....	276	780,809	105	441,100	
All Other.....	27	145,655			
Gasoline.....	25	140,655			
Electric.....	2	5,000			
All other products, including bodies and parts. Amount received for custom-work and repairing.....		78,584,753		5,431,249	
		6,347,998		851,053	

* In addition, 694 automobiles, valued at \$830,080, and bodies and parts valued at \$4,415,266, were made by establishments engaged primarily in the manufacture of products other than those covered by the industry designation.

† In addition, 1,138 automobiles, valued at \$879,205, were made by establishments engaged primarily in the manufacture of products other than those covered by the industry designation.

THE HORSE-DRAWN INDUSTRY, 1899-1909

Product	1909	1904	1899*
Total Value.....	\$159,892,547	\$155,868,849	\$138,261,763
Carriages (family and pleasure).....	828,411	937,409	904,639
Value.....	\$47,756,118	\$55,750,276	\$51,295,393
Wagons.....	587,685	643,755	570,428
Value.....	\$39,932,910	\$37,195,230	\$1,080,738
Business.....	154,631	133,422	
Value.....	\$16,440,816		
Farm.....	429,952	505,025	
Value.....	\$22,615,875		
Government, Municipal, etc.....	3,102	5,308	
Value.....	\$876,219		
Public Conveyances (cabs, hacks, hansoms, hotel coaches, omnibuses, etc.).....	2,243	2,711	2,218
Value.....	\$939,267	\$1,314,952	\$1,114,090
Sleighs and Sleds.....	100,899	127,455	117,006
Value.....	\$2,065,850	\$2,694,560	\$2,290,903
Automobiles.....	544	199	174
Value.....	\$569,119	\$235,675	\$129,053
All other products, including parts and amount received for repair work.....	\$68,629,283	\$58,678,156	\$52,351,586

* In addition, 14,908 carriages, valued at \$1,078,935; 42,112 wagons, valued at \$2,093,288; 104 public conveyances, valued at \$5,615; 8,209 sleighs and sleds, valued at \$165,917; and parts and materials, valued at \$1,184,256, were made by establishments engaged primarily in the manufacture of products other than those covered by the industry designation.

† In addition, carriages and wagons, valued at \$612,173, were made by establishments engaged primarily in the manufacture of products other than those covered by the industry designation.

In this five-year period the production of motor-cars increased from 22,830 to 127,287. In 1904 gasoline machines represented 86 per cent. of the output, while in 1909 they represented 95 per cent. In 1909 the personal motor-vehicles comprised 97 per cent. of the output, and the business wagons 2.6 per cent. Of the total number of cars manufactured in 1909, 3,226, or 2.5 per cent., were rated at 50 h.p. or more; 51,218, or 40.5 per cent., at from 30 to 49 h.p.; 35,257, or 27.8 per cent., at from 20 to 29 h.p.; 29,353, or 23.2 per cent., at from 10 to 19 h.p.; and 7,539, or 6 per cent., at less than 10 h.p.

(Continued on page 998)



The Comfortable Cole

Price \$1,885

Riding in a Cole at any speed is to be compared to the sort of motion found in a pleasant sail on a perfect yacht in a smooth sea.

You do not have to crank your Cole to start it. It has a self-starter that *works*. There are self-starters and self-starters. The Cole gives you the best, one you may rely upon.

All of this comes from our belief that people buy automobiles to *use*. They want service from them.

Now, there is one point about an automobile which is the first one you usually take into consideration. That is *appearance*.

As to that, the Cole stands for itself. No car has more beautiful lines, more artistic design. This year's Cole body is next season's design for many others.

All exposed parts are either nickeled or black enameled; the upholstery is extra-thick.

Our chief thought in design, trimming and finish, is the comfort of the user, and the pride he will have in the appearance of his car.

There are ten million dollars of invested capital which say that in every way and in every part the Cole is perfect and that it

must meet your demands upon it. Double guarantees cover practically the entire car.

Forequipment: The Cole has the self-starter, dynamo, electric lights, demountable rims, extra rim, tire holders, horn, jack, full tool kit, foot and robe rails, tool and battery boxes, etc.

The Cole selling organization is not a mere collection of agencies, it is a service organization extending from coast to coast. Its facilities are always on call for you. The Cole is sold by men who *want* to sell it. They are men who know automobiles and know what the user demands. They sell the Cole because pleased customers make more customers for them, and because handling the Cole is attractive, pleasant, profitable work.

Before you select your car, allow a Cole representative to demonstrate the Cole to you, and to show you without confusing technicalities but with exact scientific and mechanical knowledge that every detail and every part is there for a service purpose, and that our proven policy is to keep on satisfying you with your purchase after you have bought a Cole. Write us, if you do not know the Cole station nearest you.

Cole Motor Car Company

Chas. P. Henderson

General Sales Manager

INDIANAPOLIS, - INDIANA, U. S. A.

COLE



Of the three languages do you speak—"English"—"Baseball"—or "Motor"? Half the motoring world talks "Ford"—and one-third of it will ride this year in Ford cars. Every Ford owner is an enthusiastic Ford "fan"—that's the reason we will make and sell seventy-five thousand new Ford cars this year.

All Fords are Model T's—all alike except the bodies. The two-passenger runabout costs \$590—the five passenger touring car \$690—the delivery car \$700—the town car \$900—f. o. b. Detroit, completely equipped. Get latest catalogue from Ford Motor Company, Detroit—and name of your nearest Ford representative.

MOTOR-TRUCKS AND CARS

(Continued from page 996)

WIRE WHEELS FOR CARS

It is predicted by *The Automobile* that the season of 1913 "will be characterized by the advent of the wire wheel for pleasure-car work." By the wire wheel is meant the type of wheel used in bicycles, wire being employed for the spokes. This type of wheel for motor-cars has been exploited and used to some extent in England for five years, and has recently secured some foothold in America. The writer declares that several of the leading car-makers have quietly stated that next year they will give an option on wheels of either wood or wire. Several companies during the past year have had wire wheels on cars used for testing at factories. A few companies dealing in accessories announce that they already have wire wheels ready for the market. Indeed, "the thin edge of the wire-wheel invasion has been entered." The writer adds that "its progress from now on will be watched with much interest." Of the advantages which are expected to come from the use of this type of wheel the writer says:

"The wire wheel is being introduced into America because of its twofold merit. It is easier on tires than wood wheels and it is stronger. These are two good reasons for its introduction. The question of its being easier on tires was demonstrated in London several years ago when an official test was made of fifty taxicabs, twenty-five of which were shod with wire wheels and the other twenty-five with wood wheels. The tire wear on these fifty cabs was observed for a period of several months. All of the vehicles operated over practically the same streets and in practically the same service. At the end of the test it was discovered that the wire wheel showed a tire economy of nearly 70 per cent. as compared with the wood wheel. The results were sufficiently convincing to attract wide-spread attention in Europe.

"France saw the merits of the wire wheel and last season lifted the ban on it for the big European road-races. The wire wheel was received with open arms and won out. On one of the hottest days last year it demonstrated its economy on tires in a grueling road-race by showing many additional miles of service. The Frenchman was convinced.

"The big tire-economy merit of the wire wheel lies in the fact that the heat generated in the tire is immediately conducted out through the metal spokes, whereas, with the wood wheel, wood being a non-conductor of heat, the heat is all kept in the tire and rim by the heavy wood felloe, and as a result the tire temperature is kept high and the de-vulcanization process is carried out, the tire weakens, and a blow-out follows.

"Repeated tests have shown the great strength of the wire wheel. This was demonstrated at an English factory during the recent visit of several members of the Society of Automobile Engineers in England. The strength of the wire wheel has been demonstrated in several American cities where cars have skidded against the curb on slippery streets. In a recent experience of this nature the axle was damaged but the wheel withstood the shock, only one of the wire spokes being broken and no perceptible malformation worked.

"In addition to reduced wear on tires and great strength, those who have had months of experience in driving cars with wire wheels claim a greater motor flexibility

(Continued on page 1000)

LEE TIRES



One truck user reports
6,056 miles each on 54 tires
(a total mileage of 327,007)
without puncture or single inner-tube replacement, with

LEE Puncture-Proof Pneumatic Tires

You want such service. Write to-day for our booklet L, explaining the unique steel-disc-in-rubber-cushion construction which makes it possible, without loss of resiliency. Or call at

OUR STORES:

835 Seventh Ave., N. Y. CITY; 105 Massachusetts Ave., BOSTON; 225 North Broad St., Phila.; 620 So. Michigan Ave., CHI-
CAGO; 1212 Woodward Ave., DETROIT



LEE TIRE & RUBBER CO.
CONSHOHOCKEN PA.
J. Ellwood Lee, Pres.



Inside this Can

is the secret of an always-clean, new-looking automobile. Every autoist takes pride in his car. Likes it to "look new." Likes to see it shine.

Mobo is the one soap that washes off all dirt and grease, and positively will not injure the richest finish. If you use **Mobo**, you can have your car always clean and bright.

Can't clean it by merely washing it. The alkali in ordinary soap dulls the gloss, cracks and blisters the varnish.



is just right. A pure linsced-oil soap that cleanses. Preserves the paint and varnish.

Sold in small and large cans, in half barrels and barrels, by all supply dealers.

Write for Booklet "How to Keep an Automobile Clean and Bright," sending us your Dealer's Name.

JOHN T. STANLEY
Maker of Fine Soaps
650 West 30th St., New York City

How public opinion has crystallized in favor of the



Public opinion which favorably affects the fortunes of a man; or of a motor car; is of two sorts; one called popularity, and the other called reputation.

It has been our endeavor to earn for the Cadillac that permanent goodwill which arises out of confidence in the integrity of the product; and crystallizes in the thing known as reputation.

We have, as you know, aspired to something more for the Cadillac than that passing popularity which is conferred upon a man; or a manufactured product; as the result of agitation or advertising.

The origin and growth of Cadillac reputation

We find, from these letters, that public opinion about the Cadillac began forming many years ago.

It had its source—as does the enduring reputation of any man or any measure—in the favorable impressions formed by a few people here and there throughout the country.

These few people were impressed by the dogged sturdiness of the old original Cadillac cars.

In the very first days, Cadillac reputation spread slowly because it traveled by the stage-coach process—from lip to lip, and mind to mind.

But the volume grew with every good word it fed upon—from town to town, and city to city; and state to state; and finally from the new world to every civilized corner of the old.

Meanwhile the performances of the early type had been reinforced by the standardization of the new.

Standardization, close workmanship, accurate alignment became the Cadillac keynotes. And whenever men gathered

It is pleasant to have our faith renewed from time to time, in the wisdom of preferring reputation to popularity—and we want to share with you the latest evidence we have received that people really do seek out goodness; and reward it when they find it.

This evidence, which comes in the shape of letters from many Cadillac owners, tells why each one of them bought a Cadillac. It has been compiled in book form for your convenience if you desire a copy; and we shall try to tell you briefly herein what it has told us about the Cadillac reputation.

together to discuss the car, those were the characteristics they talked about.

And presently—in the early days—when the spoken word had taken root and borne fruit, it was supplemented by the printed word, which merely reported what the spoken word had already recorded.

And the printed word, talking to a million minds at a time, hurried the good repute of the car 'round and 'round the globe with the speed of the wireless telegraph.

In these letters from Cadillac owners is contained the history of the Cadillac reputation.

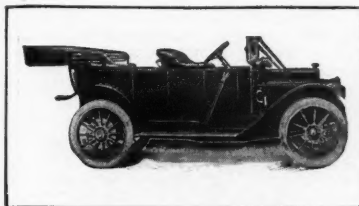
They explain why the Cadillac is so widely considered a car apart and above.

They explain why the Cadillac owner always compares his car with those of higher and highest price—not with those of like or lower.

They are worth reading for that reason.

The book is entitled, "Why I bought a Cadillac."

We invite you to ask any Cadillac dealer for a copy of it—or write to us.

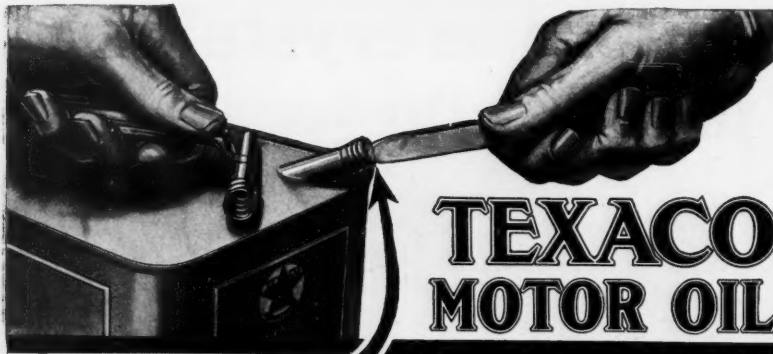


TOURING CAR \$1800

Other Models:—Four passenger Phaeton \$1800, four passenger Torpedo \$1900, two passenger Roadster \$1800, seven passenger Limousine \$3250. Prices F. O. B. Detroit, including standard equipment.

Cadillac Motor Car Co.

Detroit, Mich



The Can with the Inner-seal

FOR your protection, and for ours, Texaco Motor Oil is sold in a can with an inner-seal. Just under the screw caps of the vent and the spout are stretched paper-thin pieces of white metal. Your knife will cut them as if they were cheese. But they mean much to you, the car owner, and to us, the refiners.

To you they mean that when you buy Texaco Motor Oil in cans you get exactly what you ask for and pay for—an oil that has proven its quality, that is free from carbon impurities, that shows a zero test, that lubricates perfectly and *increases* the efficiency of your motor.

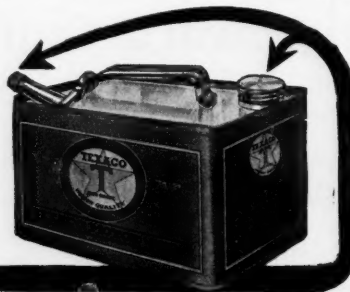
To us they mean that the oil on which we have staked our reputation as refiners reaches your hands in the same condition in which it leaves ours. Under such conditions Texaco Motor oil speaks for itself with sufficient eloquence.

For sale in one and five gallon cans at most good garages and supply houses. Colors of the can—green with red star. Every can furnished with long, detachable spout that makes pouring easy.

We have published a booklet, "About Motor Lubrication," that every car owner should read. For your copy address Dept. F, 4 Washington St., N. Y. City.

THE TEXAS COMPANY
HOUSTON NEW YORK

Branch Offices:
Boston St. Louis New Orleans Pueblo
Philadelphia Norfolk Dallas Tulsa
Chicago Atlanta El Paso



(Continued from page 998)

than with the wood wheel. They argue that the light rim weight of the wire wheel makes quicker acceleration possible and that the braking strain is also less. In a word, their experiences point to greater ease of operation on the motor, accomplished by reduction of weight at the rim of the wheels."

THE NEW LAW IN NEW JERSEY

On April 2, Governor Woodrow Wilson affix his signature to what is known as the Stieckel Bill, under which reciprocity to motorists is granted by New Jersey. Under this law it will be possible for motorists from other States to pass through New Jersey without taking out a special license as non-residents and not only may they pass through the State, but they may motor in the State for fifteen days, provided they carry licenses from their own States. These fifteen days may be taken consecutively, or may be distributed throughout the calendar year in such manner as may suit the owner of a car. Should the motorist desire to use the New Jersey roads for more than fifteen days, he must take out a regular New Jersey license. The new law is everywhere hailed by motorists with warm commendation. Credit for it is given to New Jersey automobilists, their influence having been potent with the State Legislature. Of conditions in the past a writer in *The Automobile* says:

"Five years ago, when Jersey decided to tax every automobile that crossed its border into the State, a rule of retrogression was instituted. New Jersey did not think it was getting a square bargain with such States as Pennsylvania and New York. The argument was advanced that when the citizen of Pennsylvania went through New Jersey he had perfect roads to take him from his home State to the city of New York or the New England States, whereas when the Jerseyman went into Pennsylvania he was confronted with toll-gates and poor roads as well. As a result, Jersey built its Chinese wall; it wanted to be a State unto itself, felt that it could live without adjoining States, and imagined it would get a full treasury from the licenses of the thousands of automobilists of other States who had to pass through Jersey to get to New York and also from the New York people who desired to cross the State or reach any of its resorts.

"Time changes all things, and Jersey saw a change two years ago, when other States began erecting barriers. New York introduced reciprocal non-resident arrangements; that is, if another State admitted New York automobilists for a certain number of days without non-resident licenses, then she would do likewise. When Jersey refused to grant or even acknowledge reciprocal arrangements, her automobilists, the moment they entered New York or other reciprocal States, discovered they had to take out licenses. At once it was seen that there are two sides to every argument. When building a Chinese wall around themselves they were erecting an equal barrier, against themselves only, around other States."

Features of the law in detail are given in *The Automobile* as follows:

"Registration is required except where special regulation is made to cover non-residents. All registrations expire with the end of the calendar year, but 31 days' grace are granted.



Spencer Turbine Vacuum Cleaners

have recently been chosen for the largest vacuum cleaning installation in the world—*nineteen machines for the General Hospital Buildings, Cincinnati, Ohio.*

Proven superiority in efficiency, simplicity and durability of the Spencer Turbine Cleaners makes them logical installations for the great buildings of today and the greater buildings of tomorrow. The mammoth *Woolworth Building*—tallest in the world—and the *Bankers' Trust*, both being erected in New York City, are being equipped with Spencers. Spencer Turbine Cleaners in the basement have pipes running up through the building to each floor, with hose attachment for cleaning. Machines are made in 12 sizes, from $\frac{1}{2}$ H. P., 1-sweeper, to 40 H. P., 16-sweepers capacity—for the smallest residence or the tallest skyscraper.

On request a free Catalog and List of Installations will be furnished as references.

Spencer Turbine Cleaner Company

631 Capitol Ave., Hartford, Conn.

Branch Offices or Selling Agencies in all Principal Cities.

3 H. P. 1-Sweeper Outfit

"Three classes are provided, namely: Cars of 10 horse-power or less, for which the fee is \$4.50; cars of from 11 to 29 horse-power, for which the fee is \$7.50, and cars over 30 horse-power, \$15. In addition, automobile commercial trucks weighing unloaded over 4,000 pounds shall pay a fee of \$10 more than their horse-power rating. Provision for half the above rates of fees is made where registration takes place after September 1 in any year.

"Any car owned by a non-resident which is lawfully registered in his home State in compliance with the law covering the operation of motor-vehicles and duly displaying its registration numbers, may be driven in New Jersey for 15 days in each calendar year, divided any way to suit the wishes of the owner, without registration, fee, or charge of any kind, provided that the State in which the car is registered grants equal privileges to the owners of cars registered in New Jersey. In case a smaller privilege is allowed to New Jersey residents in a certain State, the limits established by the laws of that State shall govern its own citizens while in New Jersey.

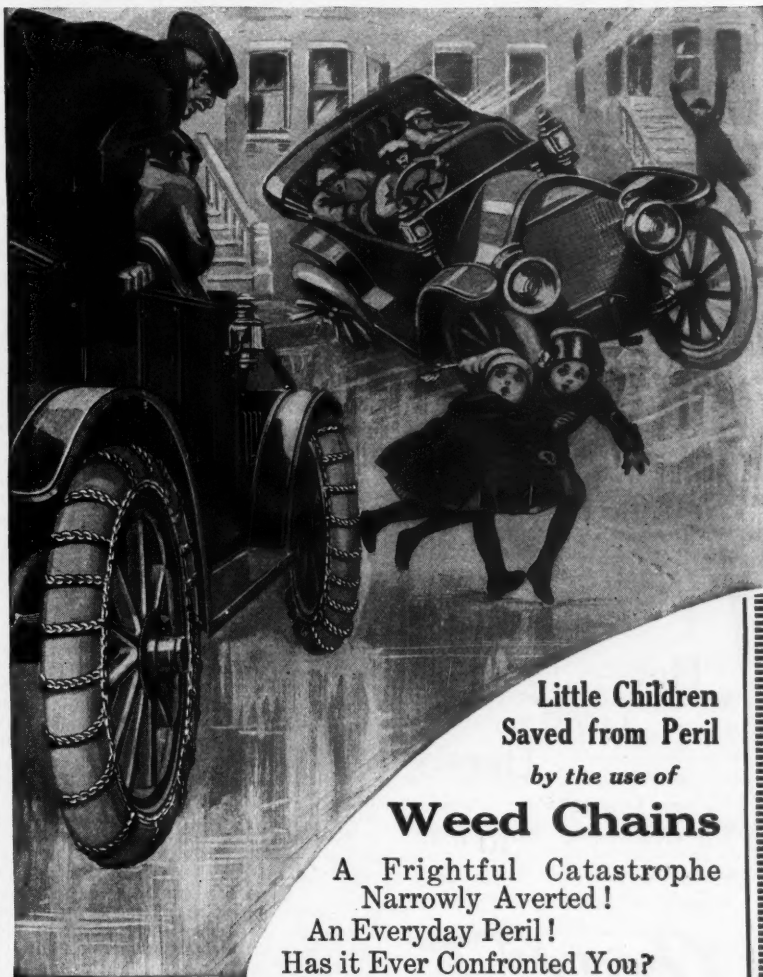
"The same provisions are made for registration of chauffeurs. They need no registration in New Jersey if the law of their home State does not require non-resident chauffeurs to be registered."

It has been estimated that the revenues added to the State from the new rates will amount to about \$200,000 a year. Last year the cars owned and registered in the State numbered 25,049. Those owned outside the States and registered in New Jersey numbered 13,352. The State also issued last year 12,072 eight-day licenses. Two classes of chauffeurs were provided for by the old law. In the first class were 23,350 to whom licenses were issued and in the second, 18,501. The sum remitted to the State Treasury from all these sources for the year ending December 1, 1911, was \$391,377.

It is believed that the new law will greatly stimulate motoring in New Jersey. The increase that will occur in sales of cars has been estimated as high as 25 per cent. The visiting cars which the State ought to expect under the new law are estimated as high as 110,000. Placing the average tour in these cars at three days, the average number of passengers in them at 3½ and the amount expended per capita for each day at \$5, it is figured that each visiting car should bring into the State \$52.50, or \$5,775,000 for 110,000 cars. Placing the profit from this gross sum to New Jersey hotel-keepers, garage men, and others, at 25 per cent., this means that \$1,443,750 would find its way to Jersey men as profits. The estimate is believed to be too small, however, when all advantages are taken into consideration, \$2,500,000 being better, with a prospect that, in a few years, the amount might run to \$5,000,000.

REFORM IN TAXICABS

From Chicago word comes that the condition of the taxicab service has become such that improvements are earnestly sought, not alone by the public but by operators as well. One of the large companies has announced its determination to build for all its cabs and cars in future its own chassis. Of the advantages it hopes to gain from this decision a writer in *Motor Age* says:



Little Children
Saved from Peril

by the use of

Weed Chains

A Frightful Catastrophe
Narrowly Averted!

An Everyday Peril!

Has it Ever Confronted You?

Unquestionably, prudence on the part of the driver of the East-bound automobile, in fully equipping his car with Weed Chains, saved the lives of the Little Ones. Neglect and indifference by the other driver resulted in a smashed wheel—a serious wrench and much expense.

The greatest dangers that confront the motorist are the unforeseen and unexpected. If everything were to go along as planned and anticipated, motoring would be a constant pleasure. When the roads are muddy, icy or treacherous; when the pavements are slippery, greasy and uncertain; when the little ones "dodge out" in front of you without warning; when the driver of the other car carelessly and recklessly comes around a corner at breakneck speed, or does some equally foolish daredevil thing (just as they are doing all the time) then you must be prepared.

Foolish dependence on rubber alone may make you liable for criminal negligence. Avoid danger, avoid accidents by fully equipping your car with

Weed ANTI-SKID Chains

Cannot Injure Tires Because "They Creep"

An absolute necessity on both rear wheels, and if you want to know what real steering steadiness means put them *on the front wheels, too*.

Easily put on, attached in a moment without the use of a jack or other tools—occupy very little space when not in use.

Insurance Companies for their own protection, strongly advise the use of Weed Chains on every car they insure.

Take precaution now. When you know the folly, the danger, the peril there is in driving your car over slippery roads and pavements—why not fully equip your car today with Weed Chains for your own protection and for the safety of other road users?

Recommended and sold by all reputable dealers

Weed Chain Tire Grip Company
28 Moore Street - New York City





**Hot—
Tired—
Thirsty!**

When you seat yourself at the fountain, one name inevitably comes to your mind,

Coca-Cola

The one best beverage to cool and refresh you. Remember, Coca-Cola is not only pure and wholesome, but

**Delicious—Refreshing
Thirst-Quenching**

Demand the Genuine—
Refuse Substitutes

THE COCA-COLA CO.
ATLANTA, GA.

Free

Our new booklet, telling of Coca-Cola vindication at Chattanooga, for the asking.

Whenever you see an Arrow think Coca-Cola.



"In the new design the chief thought has been to make the cars more simple to drive and more easy to repair. Loss of time in making repairs and replacements has been the determining factor with Paul Geyser, the designer of the new chassis. Lack of standardization of parts and lack of accessibility heretofore has made it necessary that the entire vehicle be laid up while undergoing repairs. With the new design, practically all the major repairs will mean that the vehicle remain in the shop only a short time while a duplicate part is put in. The car can then be on the streets and bringing in an income while the damaged part is being repaired ready for a subsequent replacement.

"In general, the construction throughout looks toward universal interchangeability. All holes in frame, housings, and all other parts are accurately jigged so that new parts can be substituted at a moment's notice. Gear-set, clutch, and motor are separate units and each can be quickly dismantled without disturbing the others. For instance, the gear-set is so arranged that removal of the cover and the four bolts by which it is suspended allows the gear-box to be removed without disturbing the control lever or the operating-shaft. The removal of six bolts permits the entire power plant to be slid forward and out of the chassis. This includes the motor, radiator, and entire lubrication and ignition systems.

"Simplicity of operation has been reached by clearing the steering-post of all controls. The throttle is controlled solely by a foot accelerator and ignition is cared for by a Bosch fixt-spark magneto so that spark-control is eliminated. At the same time, provision against breakdowns has not been overlooked; for instance, the motor lubrication is provided for by both constant level splash and forced feed, the motor being equipped with two individual pumps, one for the forced feed and one for providing the splash level. These pumps can be worked independently or together and, in case both fail, sufficient lubrication for a sixty-mile drive is provided in the splash compartment reservoir.

"Another of the unusual features in this design is the use of a clutch brake which acts, upon the disengagement of the clutch, to bring all revolving parts to a stop and facilitates gear-shifting. The gear-reduction on high speed is 4 to 1, so that the motor develops its normal power when the car is going at a somewhat lower speed than is usual in ordinary practise. This permits the use of a somewhat smaller motor than otherwise could be employed; in fact, the 24-horse-power motor is fitted to a chassis designed the same as if a 40-horse-power motor were to be installed in it.

"The designer finds that a motor with a comparatively long stroke has the advantage in taxicab service, as it prevents the extremely rapid acceleration to which public drivers are prone and which appreciably shortens the life of a motor. He has also found that there is a slightly increased economy in public service in favor of the longer-stroke motor. Service of this kind has special problems of its own so far as the motor equipment is concerned."

The same company has taken another radical step by employing for some of its vehicles women as chauffeurs. In cabs stationed in the daytime near department stores and hotels, women drivers will be in service. Twenty cabs thus driven will at first be placed in commission. Women patrons of taxicabs are declared to have "hailed with delight" this decision. When the newspapers announced it, "the manager was overwhelmed with personal applications from fair would-be drivers."



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When the judge fines you more than the cost of a Stewart it's too late to discover that you chose the wrong speedometer. The Stewart can't tell a lie—it isn't built that way.

It represents maximum efficiency in speedometers. Other makes may cost more, not because they are better than the Stewart, but because their manufacturers make less of them.

You pay for all the business they don't do when you pay more than the price of the Stewart Speedometer.

Four out of every five speedometers in use are Stewarts.

Magnetic principle, employed in 86 per cent of all speedometers, making possible the use of slow moving parts; no wear; ball and jewel bearings; beautiful workmanship; remarkably accurate; 100,000-mile season odometer; 100-mile trip register, can be set back to any tenth of a mile; positive drive; no springs; unbreakable flexible shaft, drop forged swivel joint that will outwear car; noiseless road wheel gears.

Speedometer Guaranteed for Five Years

Speedometers, \$15 to \$30

Rim Wind Clock Combinations,
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Shipped complete, F. O. B. Cincinnati, on receipt of \$25.50. Blue prints and simple directions come with shipment. Sizes come 10 feet wide, 14, 18, 22 or 26 feet long, 10 feet high. Ample room for largest car and all equipment. Fireproof, weatherproof, indestructible. Locks most securely. An artistic structure any owner will be proud of. Booklet, with full description and illustration, sent on request.

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642-682 Eggleston Ave. Cincinnati, Ohio

PERSONAL GLIMPSES

A GIVER WHO GAVE ALL

THE right of the millionaire to his millions is a question our economists and sociologists have not yet settled for us, but nobody seems to be singling out Dr. D. K. Pearsons, who died the other day, for any invidious comment on the disgrace of riches. The press inform us that he at least escaped dying rich, which Mr. Carnegie declares a disgrace, for he hardly left enough to pay his funeral expenses. Dr. Pearsons acquired a fortune of more than six millions in comparatively strict conformity to the modern business code, and then in his declining years gave every penny of it back to society. Many millionaires have given away larger sums than any of his, says the *New York Tribune*, but none more fully attained the ambition to spend all his money for the advancement of good causes and to die poor. "This man," the *Chicago Evening Post* assures us, "instead of making the acquisition of his wealth the excuse for putting every ounce of his strength into increasing it, turned deliberately to the task of putting it back into the future of his country." The *Philadelphia Inquirer* compares Dr. Pearsons with the widow who cast her two mites into the treasury, and ranks him the first of all philanthropists. *The Inquirer* sums up his career thus:

He insisted on being his own executor; he did not believe that a coffin was a good safe deposit vault, and he made no pretensions to philanthropy. He insisted that he got the greatest happiness in the world by giving away his money. Compared with some very rich men, whose millions have been donated without lessening their fortune, this was a shining example of altruism.

Dr. Pearsons had a picturesque career. A poor physician at forty, he went into business, and was amazed to find that he was a multi-millionaire at seventy. He said that he grew rich in spite of himself. He bought land which increased enormously in value. He bought stocks which were highly productive. Being childless, he looked around for some children to adopt, and found them in nearly fifty struggling colleges, almost all of them in the Middle West. To these, almost exclusively, he gave his money, retaining a small income to maintain him in the last years, when he found refuge in a sanatorium.

But the most notable feature of his benefactions was his method. He was, if not the originator of the system, at least the one who developed to present proportions the plan of giving money contingent on other sums being raised. This had its drawbacks in that it turned a lot of earnest scholarly college presidents into importunate beggars, but it had the merit of making the interest wide-spread. Dr. Pearsons believed in the principle of helping those who would help themselves. He stirred up interest in the cause of education, and Rockefeller has followed the plan.



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GRAPES—ripe, luscious grapes, containing in their succulent pulp and refreshing juice magic chemicals that build up the blood, yield energy and increase appetite—are Nature's choicest tonic.

They are so recognized across the water, and thousands of health seekers yearly flock to the famous foreign grape "cures."

Armour's Grape Juice

Bottled Where Best Grapes Grow—

pressed from the finest grapes gathered at the height of their richness and flavor—contains all those valuable health qualities in a delicious, concentrated, convenient form.

Drink it at meals and between meals and you not only enjoy the pleasantest and most refreshing of beverages—you are warding off dyspepsia, storing up energy, putting color in your cheeks.

The Armour factories, located in the heart of the New York and Michigan great Concord Grape Growing Districts, command the cream of each season's crop. The big, sweet, purple fruit, ready to burst with juice, goes to press the day it is gathered. None is ever left over to wither or wilt.

No sweetening or diluting of any sort. ARMOUR'S GRAPE JUICE is the pure, rich, naturally sweet juice of the finest quality grapes, preserved from fermentation by sterilization and air-tight bottling.

ARMOUR'S GRAPE JUICE is sold by grocers and druggists, at fountains, buffets and clubs. It is the great family drink—for health and pleasure combined.

If your dealer cannot supply you with Armour's we will send you a trial dozen pints for \$3, express prepaid east of Omaha. Address Armour and Company, Dept. 121, Chicago.

ARMOUR AND COMPANY



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well-managed home

They enable you to talk to the members of your family and to your servants from any room in the house. They are time savers and step savers, and the cost is so low that no modern home should be without them.

No operator except yourself. Push a button—take off the receiver—and talk. That's all!

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Make Childhood Memorable

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Important Yale Advantages

More drop forgings than any other motorcycle; the Y-A Shock Absorber "that Absorbs the Shock"; 2 1/2 in. Studded Tires, Auto Fender Mud Guards, Eclipse Free Engine Clutch, Full High Forks, Eccentric Yoke, Triple Anchored Handle-Bars, Muffler Cut-Out, comfortable saddle position and Mechanical Oil on Twins.

Yale 1912 literature, describing the four new Yale models. 4 H. P. to 7 H. P. is ready—ask for it. THE CONSOLIDATED MFG. CO., 1715 Fernwood Ave., Toledo, O.



Magnificent Steel Launch \$96

Complete with Engine, Ready to Run

18-20-22 and 27 ft. boats at proportionate prices. All launches tested and fitted with Detroit two-cycle reversible engines with speed controlling lever—simplest engine made—starts without cranking—has only 3 moving parts—anyone can run it. The Safe Launch—absolutely non-sinkable—needs no lifebuoy. All boats fitted with air-tight compartments—cannot sink, leak or rust. We are sole owners of the patents for the manufacture of rolled steel, lock-seamed steel boats. Orders filled the day they are received. Boats shipped to every part of the world. Free Catalog. Steel Rowboats, \$20. MICHIGAN STEEL BOAT CO. 1334 Jefferson Avenue, Detroit, Mich., U. S. A.

Many years ago Andrew Carnegie suggested that the time was coming when the man who died rich would die disgraced. Dr. Pearsons died poor in money, but rich in the intangible and incalculable wealth that comes from the consciousness of having given all to help humanity. He was called "the Prince of Givers," not because the amount of his benefactions equaled those of some others, but because he gave all that he had and furnished the impulse to others. Directly and indirectly he is responsible for gifts of \$20,000,000 to higher education, a sum equal to all of the college property and endowments of the country two generations ago.

Andrew Carnegie once called Dr. Pearsons "the senior partner in the association of giving," perhaps because the Chicago philanthropist not only gave away all he had, but showed richer men the way. His last gifts were made on his ninety-first birthday, March 14, 1911. The Providence Journal says of his gifts:

Chicago Theological Seminary and Beloit College were the favorite children; Whitman next, and Berea third. The seminary and Beloit each received more than a half million, Whitman four hundred thousand, and Berea a quarter million. Beloit is in Wisconsin, Berea in Kentucky, and Whitman in the State of Washington. His plan did not contemplate contributions to the "rich" colleges, but an institution struggling in a remote part of the country never appealed in vain, provided the Doctor became satisfied that his money would be worthily employed. The condition, as a rule, was that a sum in some proportion to his own gift should be raised. The gift to Berea, an educational enterprise in the Kentucky mountain region which has attracted wide-spread attention, thus produced a total endowment of a million dollars. The first gift here was a peculiar one: a system of water-works, costing fifty thousand dollars, which supplies the whole community as well as the campus. The half-a-hundred Pearsons children are scattered in twenty-four States. Dr. Pearsons was kept busy for twenty-two years at the task of making himself penniless; tho Mr. Carnegie or Mr. Rockefeller might manage to give away so few as six or seven millions in much less time.

It was occasionally the serious contention of the good man of Chicago, born a Vermont Yankee, that he was not a philanthropist, but a "close-fisted old man," selfishly determined to enjoy himself in his own way. As the task proceeded, nevertheless, he came to admit that he was something more of a philanthropist than when he began; this consciousness being derived from a better understanding of the usefulness of his giving than he had dreamed of. Naturally, the feeling did not diminish his zeal. His utterances from time to time disclose the faculty of sentiment which it was his whim not to parade. Thus, writing to the president of Montpelier Seminary:

"Fifty thousand dollars, farewell! You have been in my keeping for many years, and you have been a faithful servant. Your earnings have helped to educate many young men and women who have helped to make the world better. You

came to me from the grand old white pine forests of Michigan, and now you are going into the hands of other stewards in the State of Vermont. There you are to become a part of a perpetual endowment fund of \$150,000 for Montpelier Seminary, \$100,000 of which sum has been given by the people of Vermont. When you arrive in Montpelier you will go into the keeping of good business men, and you will be safe; as I expect that every dollar of this perpetual-endowment fund will be kept intact and actively doing good for five hundred years. . . . Go into the keeping of young men, and God's blessing go with you! Do your duty, and give the poor boys and girls of Vermont a fair chance."

The business sense, also, is reflected in the foregoing. It was the practise of Dr. Pearsons to insist that any college he helped should put and promise to keep its house in order financially. He demanded trial balances, and was alert to correct such easy practises as the employment of endowment principal for current expenses. Of the New England colleges which enlisted his interest he seems to have held Mount Holyoke in the most affection and highest respect. As a young man he made the acquaintance of "that noble woman," Mary Lyon, its founder, and himself taught school in that neighborhood. He used to say that his wife, who died a few years ago, induced him to go West to make his fortune, and when it was made, urged him to give it away.

HOW "MATTY" BECAME A PITCHER

THE name of Christy Mathewson pitcher of the New York Giants, is known to about as many people, we venture to say, as that of any other man in the United States, except President Taft, Colonel Roosevelt, and William Jennings Bryan, and for that reason practically all that we read about his career is interesting. He has written for the *St. Nicholas Magazine* the story of how he became a "big-league" pitcher, and tho it is intended for the rising generation, like everything else in this delightful publication for boys and girls, grown-up "fans" will like it too. "Matty" began to practise with a baseball when he was ten years old and lived in Factoryville, Pennsylvania. It was then he began to learn to throw a curve. At the age of twelve he could throw both "ins" and "outs," and was allowed to play on a regular team of boys older than himself, but he was fourteen before he got a chance to pitch. He says that as an outfielder and batsman he was ordinary, having the habit of batting cross-handed, probably acquired from hoeing in the fields and chopping wood. Of his first experience in the pitcher's box, he says:

But, even then, I would rather play baseball than eat, and that is the spirit all boys need who expect to be good players. When I was fourteen years old, the pitcher on the Factoryville team was taken ill one day, just before a game with

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When winter is as warm as summer, one grade of lubricating oil will suit all seasons.

When heavy oils flow as freely as light oils, the feed system, and other factors, need not be considered.

Until then no one grade of lubricating oil will suit all cars.

While we are recognized, in power-engineering circles, as the world-leaders in high class lubricants, we find lubrication no simple problem.

In producing a series of lubricating oils suited to the need of all cars, it was necessary for us to analyze the construction of every domestic car and practically every foreign make. We found that several distinct grades of oil were needed.

Our detailed recommendations for 347 makes (in all likelihood including your car) were announced in the April 27th issue of this publication.

A briefer list will be published in the May 25th issue.

These recommendations, in pamphlet form, will be mailed to you on request.

As oil saves power, it follows that one oil saves more power than another.



Mobiloil

A grade for each type of motor.

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YOU thousands upon thousands of loyal smokers of famous "Edgeworth" (Extra High Grade) Tobacco—Plug Slice or READY-RUBBED—give your friends a treat. Give them a tempting pipeful of your favorite smoke. Introduce them to a new delight.

You have been through the mill, in hunting for a smoke to satisfy you. Give others the benefit of your experience. Tell them of the tests—the comparisons with "Edgeworth." Tell them how you came to swear by it.

Get your friends to try it—so that they, too, can gratify their long-felt longings for a "real good smoke"—such a smoke as they've *always* wanted—but have feared they'd never get.

Explain that "Edgeworth" is the finest Burley-leaf the ground can yield—that now it also comes all READY-RUBBED for the pipe—that there's *never* a bite for the tongue—that the aroma is ultra-enticing—that the taste and fragrance prove quality unmistakably—that you live *always* in anticipation of your next smoke.

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Write now for our Free Booklet De Luxe

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a nine from a town a few miles away, and the contest was regarded as very important in both villages. Our second pitcher was away on a visit, and so Factoryville was "up against it" for a twirler. You must remember that all the players on this team were grown men—several of them with whiskers on their faces, and roly-poly bodies—but I had always looked up to them as idols. When the team could find no pitcher, some one remarked to the captain: "That Mathewson kid can pitch pretty well." But the backers of the team and the other players were skeptical and, like men who come from Missouri, "wanted to be shown." So they told me to come down on the main street in Factoryville the next morning, which was Saturday, the day of the game—and take a "try-out." The captain was there.

"We want to see what you've got," said he.

Most of the baseball population of the town gathered to see me get my try-out, and I pitched for two hours, while the critics stood around and watched me closely, to discover what I could do. They sent their best batters up to face the curves I was throwing, and I was "putting everything I had on the ball." After a full hour's dress rehearsal, and when, at last, I "fanned" out the captain of the team, he came up, slapped me on the back, and said:

"You'll do. We want you to pitch this afternoon."

That, I am sure, was the very proudest day of my life. We had to drive ten miles to the opponents' town, and all the other boys watched me leave with the men. And you can imagine my pride while I watched them, as they stood on one foot and then the other, nudging one another and saying, "'Husk' is going to play with the men!" They called me "Husk" in those days.

It was a big jump upward for me, and I would hardly look at the other youngsters as I climbed into the carriage with the captain. If the full truth were told, however, I felt almost "all in" after the hard session I had been through in the morning.

I can remember the score of that game yet, probably because it was such an important event in my life. Our team gained the victory by the count of 19 to 17—and largely by a bit of good luck that befell me. With my hands crossed on the bat, as usual, I just happened to swing where the ball was coming *once*, when the bases were full, and I knocked it over the left-fielder's head. That hit won the game; and that was really my start in baseball.

That game was played toward the end of the summer and in a few weeks young Mathewson was sent to the Keystone Academy. He played with the Keystone team during his first year at the Academy, but an older boy did the pitching. He continues:

The next year, however, I was captain of the team, and pitched (the natural result of being elected captain, as any of my readers know who may have led baseball clubs!). While I was the captain of this team, I hit upon a brilliant idea, which really wasn't original, but which the other boys believed to be, and so it amounted to the same thing. When we were playing a weak team, I put some one else into the box to pitch, and covered second base

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Choose one of the beautiful

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then your suit will have the *exclusiveness of pattern and coloring* which every well-dressed man so desires.

Shackamaxon fabrics are carefully woven of the finest wool possible to procure—the long, perfect fibre of live sheep. They are made only for merchant tailors—never seen in ready-made suits—and cannot be surpassed for wearing quality.

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Guaranteed Fabrics
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5% Where Else Can You Find an Investment

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myself, to "strengthen the in-field." We had a couple of boys on the team who—like certain twirlers in every league—could pitch, but couldn't bat or play any other position. I caught this idea from reading an article in a newspaper about McGraw and the Baltimore "Orioles." I worshiped him in those days, little thinking that I should ever know him; and it was beyond my fondest dreams that I should ever play ball for him.

I was still batting cross-handed on the Keystone team; but, in pitching, I had good control over my out-curve, which was effective against the other boys. During the vacation of that summer, I pitched for the Factoryville team, until it disbanded in August, which left me no place to play ball. And, remember, at that time I still would rather play ball than eat, and, big, growing boy that I was, I was decidedly fond of eating!

But one fine day the captain of a team belonging to a town about five miles away came to me and asked if I would pitch for his nine.

"We'll give you a dollar a game!" he said in conclusion.

"What! How much?" I asked, in amazement, because it was such fun for me to play ball, then, that the idea of being paid for it struck me as "finding money."

"A dollar a game," he repeated; "but you'll have to walk over, or catch a ride on some wagon."

There was no trolley route connecting the two villages then. I told him he needn't mind how I got there, but that I would certainly come.

So, for a time, I went regularly over to the other town—Factoryville's old rival—and pitched every Saturday; and often I had to walk both ways. But they always gave me my dollar, which was a satisfactory consolation and a good antidote for foot-weariness. By this time I was far ahead of boys of my own age in pitching, and was "showing them how to pitch," and rather regarding them as my inferiors, as any boy will, after he has played with men.

After his graduation from Keystone in the summer of 1898, he decided to go to Bucknell. Before matriculation-time he made a trip to Scranton, and on a Saturday afternoon went to the baseball grounds to see the Y. M. C. A. team play. The regular pitcher was not on hand and he was asked to take his place. The town boys made a good deal of fun of him in a misfit uniform, but he was a hero after the game, for he struck out fifteen men. He was seventeen at that time, and was still playing with teams whose members were much older than himself. For a while that summer he pitched for the Honesdale, Pennsylvania, team for a salary of twenty dollars a month and board. In the fall of that year he went to Bucknell and played there during the college term, and the next summer went back to the Honesdale team. In the middle of the baseball season he was offered ninety dollars a month to pitch for the Taunton Club of the New England League, but, he says, about all he got was



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enough to pay for lodgings and meals. It was at Honesdale that he learned to throw his "fadeaway," and acquired other valuable experience. "Matty's" cross-handed batting was laughed at, and he decided to change his style, a very difficult undertaking. This is how he acquired the famous "fadeaway" puzzler:

In Honesdale, there was a left-handed pitcher named Williams who could throw an out-curve to a right-handed batter. Now the natural curve for a left-handed pitcher is the in-curve to a right-handed batter, and Williams simply exhibited this curve as a sort of "freak" delivery, in practise, over which he had no control. He showed the ball to me, and told me how he threw it, and I began to wonder why a right-handed pitcher couldn't master this delivery, thus getting an in-curve to a right-handed batter on a slow ball, which surely seemed desirable. Williams pitched this ball with the same motion that he used in throwing his in-curve, but turned his hand over and snap his wrist as he let the ball go. He could never tell where it was going to break, and therefore it was of no use to him in a game. He once played a few games in one of the big leagues, but lasted only a short time. He didn't have enough control over this freak ball to make it deceptive, and, as far as the rest of his curves were concerned, he was only a mediocre pitcher.

But it was here that I learned the rudiments of the fadeaway, and I began to practise them with great diligence, recognizing the value of the curve. I also started to pitch drop balls while I was in Honesdale, and mixt these up with my fast one and the "old roundhouse curve." I only used the drop when the situation was serious, as that was my very best, and a surprise for all the batters. Few pitchers in that set, indeed, had a drop ball.

The part of the summer with the Taunton team apparently did me little good, beyond teaching me the style of baseball played in the New England League, and proving to me that there is sometimes a great difference between the salary named in a contract and that received. As a matter of fact, however, that portion of a season spent in the New England League was going to have a great influence on my future, altho I could not foresee it at the time.

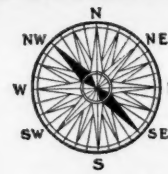
I returned to Bucknell in the fall, where I played full-back on the football team; and, oddly enough, I was much better known as a football player at this time than as an exponent of baseball. Probably this was because I developed some ability as a drop-kicker, and, at college, football was considered decidedly the more important sport. Moreover, I received poor support on the college baseball team; and no pitcher can win games when his men don't field well behind him, or when they refuse to bat in any runs.

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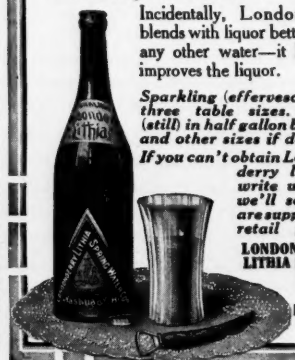
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In the fall of 1899, the Bucknell football team went down to Philadelphia to play the University of Pennsylvania eleven, and this proved to be one of the most important trips that I ever took. While our players were waiting around the hotel in the morning, a man named John Smith, known in baseball circles as "Phenom John" Smith, came around to see me. He was an old pitcher, and had picked up the name of "Phenomenal" (shortened to "Phenom") John in his palmy days in the box. He had been the manager of the Portland club in the New England League during the previous season, and had seen me pitch with the Taunton nine.

"Mathewson," he said to me, "I'm going to Norfolk in the Virginia League, to manage the club next season, and I'll give you a steady job at eighty dollars a month. I know that your contract called for ninety dollars last season, but you will surely get this money, as the club has substantial backing."

I signed the contract then and there. The colleges weren't as strict about their men playing summer ball at that time. Now I would advise a boy who has exceptional ability as a ball-player, to sign no contracts, and to take no money for playing, until he has finished college. Then if he cares to go into professional baseball, all right.

"I'm going out to see you play football this afternoon," said Smith as he put the contract in his pocket.

I was lucky that day, and kicked two field-goals against Pennsylvania, which was considered to be a great showing for a team from a small college, in an early season game, regarded almost as a practise contest. Field-goals counted more then—five points each—and there were few men in the country who were good drop-kickers. Hudson, the Carlisle Indian, was about the only other of my time. Those two field-goals helped to temper our defeat, and we lost by about 20 to 10, I think. When I got back to the hotel, "Phenom John" was there again.

"You played a great game this afternoon," he said to me, "and, because I liked the way in which you kicked those two field-goals, I'm going to make your salary ninety dollars instead of eighty dollars."

He took the contract, already signed, out of his pocket, and raised my pay ten dollars a month before I had ever pitched a ball for him! That contract is framed in Norfolk now, or rather it was when I last visited the city with the "Giants" on a spring training-trip. The old figures remain, with the erasure of the eighty and the correction of ninety just as "Phenom John" made them with his fountain pen.

As you will easily believe, I went back to Bucknell very much pleased with myself, with two field-goals to my credit in football, and in my pocket a contract to play baseball for ninety dollars a month.

The rest of my minor-League record is rief.

Mathewson went to Norfolk the next summer and won twenty-one games out of twenty-three. One day in 1900, "Phenom John" Smith told him that he had a chance to sell him to either the New York Nationals or the Philadelphia club.



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Mathewson told Smith that he would like to go to New York. In a short time the youngster belonged to George Davis, then manager of the "Giants." Davis had him report for morning practise to see what he could do, and here is what happened:

"Now," he said, "I'm going to order all our fellows to go up to the bat, and I want you to throw everything you've got."

He started off himself, and I was nervous enough, facing the manager of a big-league team for my try-out. I shot over my first one first, and I had a lot of speed in those days.

"That's a pretty good fast ball you've got, there," declared Davis. "Now let's have a look at your curve."

I threw him the "old roundhouse" out-curve, my pride and joy, which, as the newspapers said, had been "standing them on their heads" in the minor league. He stepped up into it, and drove the ball over the head of the man playing center-field and beyond the old ropes.

So was an idol shattered, and my favorite curve wrecked!

"No," he said, "that 'old roundhouse curve' ain't any good in this company. You can see that start to break all the way from the pitcher's box. A man with paralysis in both arms could get himself set in time to hit that one. Haven't you got a drop ball?"

"Yes," I answered; "but I don't use it much."

"Well, let's have a look at it," he said. I threw him my drop ball, and he said that it was a pretty fair curve.

"Now that's what we call a curve ball in the big league," declared Davis. "As for that other big one you just threw me,—forget it! Got anything else?"

"I've a sort of a freak ball that I never use in a game," I replied, brimful of ambition.

"Well, let's see it." Then I threw him my fadeaway, altho it hadn't been named at the time. He missed it by more than a foot (I was lucky enough to get it over the plate!). I shall never forget how Davis' eyes bulged.

"What's that ball?" he asked.

"That's one I picked up, but never use," I answered. "It's a kind of a freak ball."

"Can you control it?"

"Not very well."

"Try it again!" he ordered. I did, and

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got it over the plate once more. He missed the ball.

"That's a good one! That's all right!" he declared enthusiastically. "It's a slow in-curve to a right-handed batter. A change of pace with a curve ball. A regular fallaway or fadeaway. That's a good ball!"

And there, in morning practise, at the Polo Grounds in 1900, the "fadeaway" was born, and christened by George Davis. He called some left-handers to bat against it. Nearly all of them missed it, and were loud in their praise of the ball.

"Now," said Davis, in the club house after the practise. "I'm not going to pitch you much, and I want you to practise on that fadeaway ball of yours, and get so that you can control it. It's going to be a valuable curve."

The next spring, just before the opening game of the season of 1901, Davis came to me and said:

"Matty, I want you to pitch to-morrow."

This command was a big and sudden surprise to me. I went home and to bed about nine o'clock, so as to be feeling primed for the important contest. And the next day it rained! Again I went to bed early, and once more it rained! I kept on going to bed early for three or four nights, and the rain continued for as many days. But I finally outlasted the rain, and pitched the opening game, and won it. Then I worked along regularly in my turn, and didn't lose a game until Memorial Day. And that brought me up to be a regular big-league pitcher.

Many persons have asked me how I throw the fadeaway. The explanation is simple: when the out-curve is thrown, the ball is allowed to slip off the end of the thumb with a spinning motion that causes it to bend away from a right-handed batter. The hand is held up. Now, if the wrist were turned over and the hand held down, so that the ball would slip off the thumb with a twisting motion, but, because the wrist was reversed, would leave the hand with the thumb toward the body instead of away from it, I figured that an in-curve to right-handed batters would result. That is how the fadeaway is pitched. The hand is turned over until the palm is toward the ground instead of toward the sky, as when the out-curve is thrown, and the ball is permitted to twist off the thumb with a peculiar snap of the wrist. The ball is gript in the same way as for an out-curve.

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is its patron saint. Now, as in years long gone, the life of the men and women who write for the daily and weekly newspapers of London is something of which the public knows very little. A "pressman," which is the Londonese for newspaper man, is not the care-free, irresponsible creature that many people believe, but a well-balanced, hard-working person who goes home to his family in the early hours of the morning. We read in *The Sun*:

The old Bohemian type of journalist graphically and lovingly delineated by Thackeray as he saw him in his youth, the careless rounder, frequenter of taverns, who did his work anyhow—to whom everything was excused on the score of talent—had almost entirely disappeared in his own time, and is quite gone now.

"To-day," writes Thackeray in "The Newcomes" about 1850—speaking reminiscently, "the chief reporter for *The Times* dines with a Minister of State and goes to Parliament in his brougham."

The picture is not overdrawn for the present day. The rewards of journalism become greater and greater and its honors increase yearly. One great newspaper man who has worked his way up from the very bottom is a member of the House of Peers and a powerful factor in the affairs of the nation, and knighthood and even higher honors are conferred on great British journalists on every royal birthday.

The profession is becoming more progressive and highly specialized each year, and while its rewards are not necessarily more difficult of attainment they require an ever-increasing sagacity and diligence from the man in the ranks. To the newcomer, be he a provincial journalist or the strayed American reporter who longs to see foreign lands, London journalism is bewildering. The great city has standards of its own and these must be rigidly conformed to. It can teach you everything and you can teach it nothing, no matter how wide your experience or ripened your talent. And the newcomer to Fleet Street is usually a man of experience. He would not dare the adventure on his own account otherwise.

There is no wider or bigger field in the world for the writer, taken as a whole, than that of London. The number and variety of publications is unapproached anywhere else in any capital of civilization. The financial rewards for distinct achievement are not so great and the salaries are not so high as in this country, but the man who can not make a living there can not make one anywhere. To the ambitious young man who comes to the great metropolis from Scotland, or Ireland, or the English provinces, or mayhap from America, the struggle, no matter how excellent the letters he may have in his pocket, is at the outset a hard one. He must begin at the bottom.

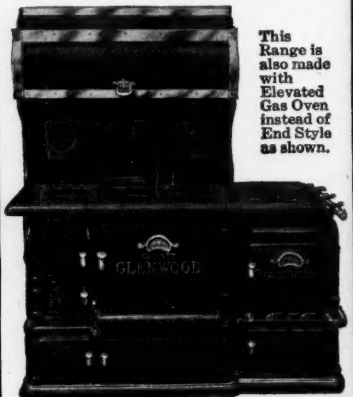
The London offices of the great foreign dailies, as well as of those of the chief cities of Great Britain, are always recruited by men trained on the home staff. This is true largely also of the great American papers. He is therefore obliged to look out at once for a standby, some occasional work which may by and by ripen into a regular job. This is to be obtained chiefly in the offices of the great Sunday

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papers, with their issues of upward of a million copies, like *Lloyd's News* and *Reynolds's Newspaper*. There is a good deal of work to be picked up in this field. Some of these papers employ but a small regular staff and depend largely on outside men who are called in for the latter half of the week.

As press day approaches, the work begins to increase in volume and the regular force has more than it can accomplish. When a satisfactory extra man is found he usually holds the appointment weekly as long as he is satisfactory. He may be asked to come in on Thursdays, or Friday may be the day, and from that time he goes in on the day named each week. Such a relationship may be in force for years. Indeed, there are many veterans of the craft who, preferring part of their time for creative work, make up their week's income in this way.

There is more free-lancing in London than in New York, but whether it is better training for a beginner than working for a salary and under the specific directions of a city editor is debatable. The method of getting work for which the editors pay "space rates" differs. Once in a while it is advertised, but not often. The reporter who is familiar with Fleet Street is usually the one who gets the assignments. Many of the men hang around the places where news tips may be picked up, and now and then glean a clue to something from reporters who already have all the work they can do. Such places as the coroners' courts are not watched regularly by the staff men of the London dailies, and occasionally a free-lance picks up a big criminal "story." And sometimes big pieces of news are missed. A poisoning case which a few years ago was a sensation of two continents was not discovered by the London papers until several days after a coroner learned that the death of the woman had been the result of foul play. It happened that no free-lance was "on the spot" at the right time. In New York the story would have been in the hands of the local papers and the big national cooperative press associations in a few minutes after the crime was unearthed, for in the American metropolis and in all the smaller cities, practically every source of news is watched nearly all hours of the day by salaried men.

When a free-lance does a specially good piece of work his name is taken by the editor, and at regular or irregular intervals he is called in to take important special assignments. He receives five dollars a day or thereabouts, but his average weekly earnings are very meager. *The Sun* goes on:

This particular field is by no means a gold mine, but it has kept many a newcomer to London from starving till he has got a hold. There is no sphere of work quite like it in American newspaperdom.

It is a curious enough fact that the newcomer to Fleet Street of British origin usually arrives there with a higher aim

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than mere bread-winning. Like his brilliant prototype J. M. Barrie, who graduated from a big Manchester daily, by the time he reaches London he wants to be something at least of a literary man. He has had his fill of mere reporting and descriptive writing. His soul is swelled with the ambition to do the higher literary tasks. He wants to write the influential leaders, the criticism, the causerie, all of which may lead to that final goal—the production of a "best-seller."

It is curious too, regarding the matter from the American standpoint, that the majority of such men begin by offering to do dramatic criticism. To the uninitiated who comes to Fleet Street the position of dramatic critic seems to be full of fascination, and the odd thing about the Englishman of literary tendencies is that the less his technical equipment is for such a post the more he desires it. Whether his opinions will rise above the commonplace level or are weighted with the knowledge which gives them critical value are points too little considered by the beginner. He has had a sound provincial training as a journalist, he comes to London for something higher, and he imagines the first and easiest step is by way of the drama.

The critical fields, including this one, are all carefully covered by specially trained men on every London publication, daily or weekly, of any importance, and no untried man could get such an opportunity. And yet scarcely a day passes that some editor in opening his mail, does not come across such an application from an unknown man and is prompted to exclaim cynically, "Hello! Another would-be dramatic critic!"

The journalistic aspirant for literary honors by way of the critical path, and this somehow generally seems the easiest and most inviting one, can hardly choose his ground at the beginning. He is far better off endeavoring to do good work covering a wide range of subjects, the wider the range the better. He now finds himself therefore in just the same position as the independent writer called a "freelance" in this country.

He goes over the papers daily and gradually acquires a knowledge that is instinctive on what topics to write and where to place his work. He learns where the doors are open and where they are closed, and what doors they are. Thus, doing all sorts of work, going about meeting brothers of the craft inside and outside the offices, he learns to know Fleet Street thoroughly, which means the great literary world of London, using the word literary in the broad sense; and if there be originality of a true type and ambition within him he will unquestionably achieve his goal, if it be a critical function, or the creation of fiction, or find it, if it turns out to be simply the vocation of a clever news-writer.

Of course the chief goal of every writer with ambition is the creation of readily salable fiction. And he begins perforce with the short story. In this field he must win his spurs before he is able to enter the lists. But the path of fiction is the most independent career in the whole world, both as regards the writer and editor. And the former will consult his best interests by keeping in the background until he is actually sent for or

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until his success as a story-writer is current talk in editorial sanctums.

The "usual rate" which he has had to accept as remuneration up to this point differs with each publication. With some, as the cheaper popular weeklies, it is astonishingly low. All sorts of prices are offered, and often eagerly accepted by the aspirant. One case is known of a 2,000-word story having been sold for \$2.50. This by a very young writer. The average short story for the popular periodical for the masses in London does not command in excess of half a cent a word, which is about one-half the price paid here.

As the author perfects his technic and rises to a higher plane of periodicals his remuneration increases. Monthlies of the commoner grade pay him as much as one cent a word. But unless he reaches the ranks of the two- or three-score topers in his class he will never strike anything like a gold mine. His work and the leisure and the enlarged life it gives him must largely be their own reward.

A writer of standard magazine fiction gets in London just about one-half (and this is true throughout Europe) of what he would receive for work of an equal grade in this country. The only exceptions are the half-dozen men of shining achievement, who make practically their own rates and whose audience is worldwide. Considered as a vocation, either journalism or literature is a far better profession in this country than anywhere abroad, many English writers declare. Despite the swarms of new writers, those who can depict any phase of American life and manners with freshness and interest are always sure of a hearty welcome, and, judging by foreign standards, of a very tidy income.

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I was in the act of lighting another pipe when one of the men cried out:

"What's this?"

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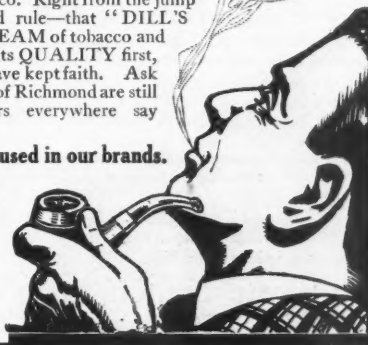
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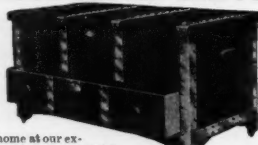
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said, "Sucuruju." Few people can comprehend the feeling that creeps into one's heart when this word is pronounced, under such circumstances, in the far-off forest, in the middle of the night. The word means boa-constrictor, but it meant a lot more at this moment. An indescribable feeling of awe seized me. I knew now that I was to face the awful master of the swamps, the great silent monster of the river, of which so much had been said, and which so few ever meet in its lair.

Running the canoe ashore we advanced in single file. I now had a chance to inspect the object. On a soft, muddy sandbar, half hidden by dead branches, I beheld a somewhat cone-shaped mass about seven feet in height. From the base of this came the neck and head of the snake, flat on the ground, with beady eyes staring at us as we slowly advanced and stooped. The snake was coiled, forming an enormous pile of round, scaly monstrosity, large enough to crush us all to death at once. We had stooped at a distance of about fifteen feet from him, and looked at each other. I felt as if I were spellbound, unable to move a step farther or even to think or act on my own initiative.

The snake still made no move, but in the clear moonlight I could see its body expand and contract in breathing; its yellow eyes seeming to radiate a phosphorescent light. I felt no fear, nor any inclination to retreat, yet I was now facing a beast that few men had ever succeeded in seeing. Thus we stood looking at each other, scarcely moving an eyelid, while the great silent monster looked at us. I slid my right hand down to the holster of my automatic pistol, the 9-mm. Luger, and slowly removed the safety-lock, at the same time staring into the faces of the men. In this manner I was less under the spell of the mesmerism of the snake, and could to some extent think and act. I wheeled around while I still held control of my faculties, and, perceiving a slight movement of the snake's coils, I fired point-blank at the head, letting go the entire chamber of soft-nosed bullets. Instantly the other men woke up from their trance and in their turn fired, emptying their Winchesters into the huge head, which, by this time, was raised to a great height above us, loudly hissing in agony.

Our wild yelling echoed through the deep forest. The snake uncoiled itself and writhing with pain made for the water's edge. By this time we were relieved of the terrible suspense, but we took care to keep at a respectful distance from the struggling reptile and the powerful lashing of its tail, which would have killed a man with one blow.

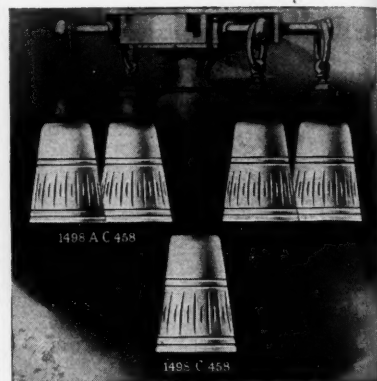
After half an hour the struggles grew weaker, yet we hesitated to approach even when it seemed quiet and had its head and a portion of its body submerged in the water. We decided to stay through the night and wait here a day, as I was very

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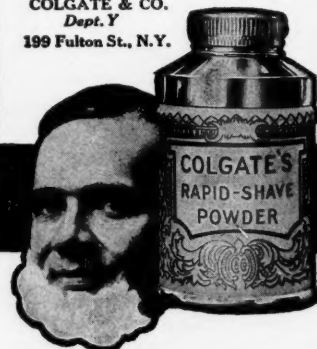
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anxious to skin the snake and take the trophy home to the States as a souvenir of a night's adventure in this far-off jungle of the Amazon. We went up on the bushes and lit a fire, suspended our hammocks to some tree-trunks, and slept soundly not more than ten yards from the dying leviathan.

We all got up before sunrise, had our coffee in haste, and ran down to see the snake. It was dead, its head practically shot to pieces. We set to work, stretching the huge body out on the sand-bar, and by eight o'clock we had the entire snake flat on the ground, ready to measure and skin.

It was a most astonishing sight, that giant snake lying there full length, while around it gathered six Amazon Indians and the one solitary New Yorker, here in the woods about as far from civilization as it is possible to get. I proceeded to take measurements and used the span between my thumb and little-finger tip as a unit, knowing that this was exactly eight inches.

Beginning at the mouth of the snake, I continued to the end and found that this unit was contained 84 times. Thus 84 times 8, divided by 12, gives exactly 56 feet as the total length. In circumference, the unit, the "palma," was contained 8 times and a fraction, around the thickest part of the body. From this I derived the diameter 2 feet 1 inch.

These measurements are the result of very careful work. I went from the tail to the nose over again so as to eliminate any error, and then asked the men with me also to take careful measurements in their own manner, which only confirmed the figures given above.

Then we proceeded to skin the snake, which was no easy task.

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"Not even an old pair of shoes?"

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Both Ways.—Women must wonder occasionally that they don't meet any men like the hero in a fashionable novel. And that can also be played the other way across.—*Atchison Globe.*

Strong One Way.—WIFE—"My husband is not well. I'm afraid he'll give out."

WIFE'S MOTHER—"Well, he may give out. He certainly never gives in."—*Town Topics.*

Not Sure.—A little boy who was very much puzzled over the theory of evolution questioned his mother thus:

"Mamma, am I descended from a monkey?"

"I don't know," the mother replied. "I never knew any of your father's people."—*The Gateway.*

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Obvious.—FATHER (reprovingly)—"Do you know what happens to liars when they die?"

JOHNNY—"Yes, sir; they lie still."—*Boston Transcript.*

Getting It All.—The doctor told him he needed carbohydrates, proteids, and above all, something nitrogenous. The doctor mentioned a long list of foods for him to eat. He staggered out and wobbled into a Penn avenue restaurant.

"How about beefsteak?" he asked the waiter. "Is that nitrogenous?"

The waiter didn't know.

"Are fried potatoes rich in carbohydrates or not?"

The waiter couldn't say.

"Well, I'll fix it," declared the poor man in despair. "Bring me a large plate of hash."—*Pittsburg Post.*

Frank.—"Are you looking for work?"
"No, sir; I'm looking for money, but I'm willing to work because that's the only way I can get it."—*Boston Transcript.*

Enterprising.—VISITOR—"Can I see that motorist who was brought here an hour ago?"

NURSE—"He hasn't come to his senses yet."

VISITOR—"Oh, that's all right. I only want to sell him another car."—*Judge.*

Alluring.—GABE—"What are you going back to that place for this summer? Why, last year it was all mosquitoes and no fishing."

STEVE—"The owner tells me that he has crossed the mosquitoes with the fish, and guarantees a bite every second."—*Cincinnati Enquirer.*

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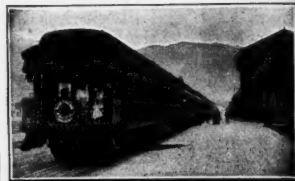
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CURRENT EVENTS

Foreign

April 26.—A treaty of friendship, commerce, and navigation between Cuba and Peru is signed at Lima.

April 27.—Owing to improved conditions in China, preparations are made for the departure of many United States marines now stationed at Tien-Tsin.

British seamen decide that after April 29 they will sail on no ship which is not equipped with life-saving apparatus satisfactory to the leaders of the union.

April 28.—The bazaar quarter of Damascus, Syria, is destroyed by fire, entailing a financial loss estimated at \$10,000,000.

April 29.—Myron T. Herrick presents to President Fallières of France his credentials as Ambassador to that country.

April 30.—Entering Smyrna harbor, the Turkish mail-ship *Texas* is sunk by a shell fired from the shore, and 150 lives are lost.

May 1.—The Council of Ministers at Constantinople decide to open the Dardanelles to mercantile transportation.

Domestic

WASHINGTON

April 26.—Secretary of War Stimson transmits to the House a report recommending the expenditure of \$1,570,000 in deepening the Hudson River near New York City.

April 29.—By direction of President Taft, Attorney-General Wickersham orders a suit started in the United States District Court in Minnesota for the dissolution of the International Harvester Company.

May 1.—The Government Steamship Inspection Service issues new regulations requiring all ocean steamships to carry life-boats enough to accommodate every person on board.

The House Appropriations Committee reports the Legislative, Executive, and Judicial Appropriation Bill, with provisions abolishing the Court of Commerce and several mints and assay offices.

President Taft, in a message to the Senate, denies a report that Japan is seeking a Mexican base in Magdalena Bay.

May 2.—The House passes a limited Parcels Post Bill, which provides that packages of eleven pounds or less of fourth-class matter shall be carried through the mails at the rate of five cents a pound for the first pound and one cent per pound for the remaining pounds. The bill, if it becomes a law, will remain in force until January 13, 1914, and is intended as an experiment.

GENERAL

April 28.—Daniel Kimball Pearsons, benefactor of small colleges, dies in Chicago at the age of 92.

Governor Wilson is victorious in the Delaware primary, and will have all the six delegates to the Baltimore convention.

It is reported that Maj.-Gen. Thomas H. Barry, superintendent of the United States Military Academy at West Point, will be appointed to succeed the late Gen. Frederick D. Grant as commander of the Department of the East.

A tornado sweeps over southwestern Oklahoma and thirty-one persons are reported killed.

April 30.—The presidential-preference vote in the Massachusetts primary gives President Taft a majority of 3,655 over Colonel Roosevelt; the President gets eighteen of the twenty-eight district delegates, but eight Roosevelt delegates-at-large are elected.

The Government sues for a dissolution of the "Harvester Trust" at St. Paul.

May 1.—Colonel Roosevelt notifies the eight delegates-at-large elected by his supporters in Massachusetts that, in view of the fact that a majority of the popular votes in the primary were for President Taft, he is unwilling to profit through a technical advantage.

Representative Underwood wins over Governor Wilson in the Georgia Democratic primary and will get the State's twenty-eight delegates to the national convention.

May 2.—Homer C. Davenport, cartoonist of national reputation, aged forty-four, dies in New York City.

The Committee of Ten of the United Mine Workers of America rejects a proposed compromise agreed upon by a subcommittee and negotiations for the settlement of the strike are suddenly interrupted.



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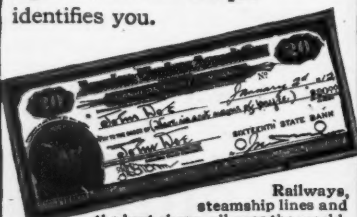
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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnall Standard Dictionary is consulted as arbiter.

"C. G. M., Seattle, Wash.—"Is the sentence, 'The four hundred feet of water-front is worth twenty dollars a front foot,' correct, indicating, as it does, a single unit of property; or should the verb be plural?"

Altho the sense of the statement is that the land along the water-front, as a unit, is worth twenty dollars a front foot, yet the fact remains that the plural noun "feet" is the subject of the verb, and so the rules which govern the agreement between verb and subject must be observed. These rules are too definite and exact to permit of a concession to the sense, which must be gathered from the statement in its entirety. Fernald's "Working Grammar of the English Language" gives the rules as follows: "It is of the utmost importance to remember in this whole matter that . . . prepositional phrases have nothing whatever to do with the form of the verb; the verb reaches past all modifiers, and agrees with the essential subject just as if no other words were associated with it." "When a prepositional phrase modifies the essential subject, the number and person of the object of the preposition have no effect upon the verb in the predicate; that verb agrees with the essential subject only, without reference to the noun or pronoun contained in the prepositional phrase."

R. C., Mercury, Tex.—"What is termed extortion? For instance, a man comes to me for a loan of \$25, and offers to give me \$5 for the use of that amount for three months, and I make the note for \$30, with interest from maturity. Is that extortion?"

The transaction here outlined would not constitute an example of "extortion" according to the principal legal meaning of that term, but rather is it an example of "usury," especially as the latter is defined as "a premium paid, or stipulated to be paid, for the use of money borrowed or returned, beyond the rate of interest established by law." The acts of extortion and usury are practically synonymous in that they both are the taking of money over and above what is allowed by law; but they differ in the point that the offense is extortion when committed by an official under color of his office, and usury when committed by a private individual. Of course, if these words are considered from the point of view of their verbal meanings, usury is necessarily an extortion, but the legal distinctions in meaning are as given above.

"M. M. S., Mamaroneck, N. Y.—"In order to settle a discussion, kindly give the correct pronunciation of each of the following words: 'Vagary,' 'patron,' and 'precedence.'"

Dictionary authorities are unanimous in giving the pronunciation of "vagary" as va-ge'ri (a as in sofa, e as in they). They also unite in giving the first choice in the pronunciation of "patron" as pa'trun (e as in they, u as in but), altho pat'run (a as in at) is recorded as the second choice of the Standard and Century dictionaries, and is, therefore, permissible. The only correct pronunciation of "precedence" is pre-si'dens (i as in machine).

"E. A. M., Montreal, Canada.—" (1) In a letter received recently, the following sentence occurred: 'The deficiency of moisture in the soil has been accumulating from year to year.' Is it correct to use the words 'deficiency' and 'accumulating' in such a connection? (2) Is it proper to use the phrase, 'We enclose under separate cover'?"

(1) In view of the fact that a deficiency represents a dearth or a scarcity, such lack can hardly be said to 'accumulate from year to year'; but the degree or amount of deficiency could so accumulate, altho the preferable construction would be, "The degree of deficiency of moisture in the soil augments from year to year."

(2) As the verb "enclose" in business usage has come to mean the insertion of a document in the same envelop as the letter which it is to accompany, it might be considered preferable to say, "We send under separate cover."



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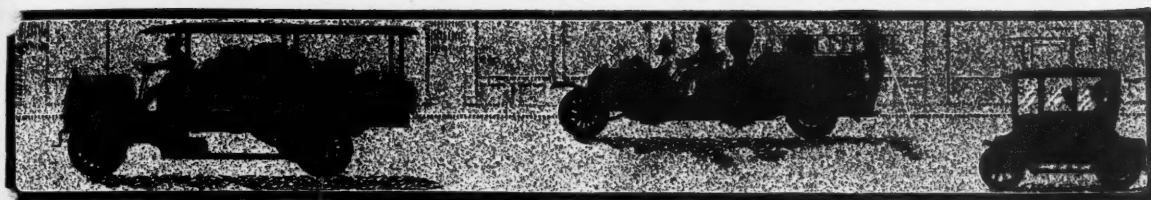
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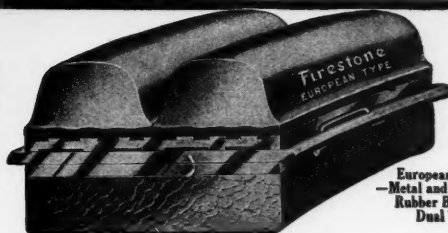
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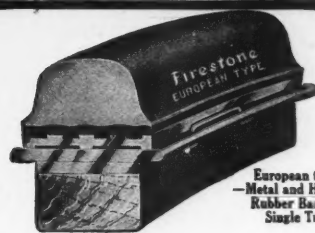
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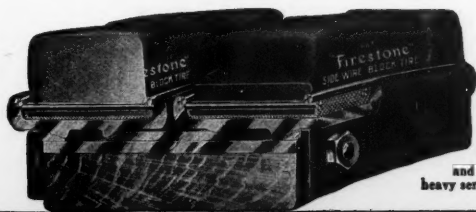
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SYMBOLISM OF THE COVER DESIGN.—The design on our cover this week represents the Spirit of the Age, facing the rising sun, dictating to a writer the events of the progress of the times. It is the work of Miss Clara M. Burd.



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